MELKMAID
STERILIZED
NATURAL MILK
IS
PURE, FRESH
COWS' MILK.
[41

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

"CAILLE"
PORTABLE MOTORS
FOR ATTACHING TO ROWBOATS.
Shipments just to hand with the latest improvements and exclusive features not found in others.
ALEX. ROSS & Co.,
Agents,
Tel. 27. 4, Des Vœux Road.
[90

No. 17,680. 第一萬七千六百八十號 甲寅年十一月二十三日 HONGKONG, FRIDAY, JANUARY 8TH, 1915. 五拜禮 中華民國四年正月八號 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Jan. 10th.—The English Mail (*vid* Siberia); per s.s. LUCHOW.

Jan. 11th.—The American Mail, ex s.s. MANCHURIA, per s.s. CORDILERRE.

TO DEPART.

Jan. 9th.—Shanghai and North China, at 3 p.m., per s.s. SHAOHSING.

Jan. 9th.—Europe *vid* Siberia, at 3 p.m., per s.s. SHAOHSING.

Jan. 12th.—Shanghai, North China and Japan *vid* Moji, Victoria, B.C., Seattle and United Kingdom *vid* Canada, at 10 a.m., per s.s. TAMBA MARU.

Jan. 12th.—Philippine Islands, Japan *vid* Nagasaki, Honolulu, United States, Canada *vid* San Francisco, at 11 a.m., per s.s. CHINA.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [57

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.
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Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union
AGENCIES:—
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MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
GLASGOW—Messrs. A. R. BROWN, MCFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [91

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [92

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS.

9.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.30 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.00 „ ... „ 15 „
5.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [95

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contraflo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

		Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address "WADADOCK," KOBE.

	Floating Docks. No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
Max. Breadth „ „ „	56 „	83 „
Max. Draft „ „ „ „	22 „	26 „

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
[97

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG.
TELEPHONE No. 1030.

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [44

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *SAKAKI MARU* and *KOBE MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

			Wagon-Lits for Moscow	Russian States Express: For St. Pet's.	For Moscow
	Connecting at Harbin with				
1st Class Fares:	Shanghai (S.M.R. Ship)	Lv.	Forenoon	Sakai: Mon. Wed.	Kobe: Wed. Fri.
$ 40.00	Dairen „	Ar.			
Y 14.85	„ (S.M.R. Train)	Lv.	3.20 p.m.	Wed.	Th. Sun.
	Mukden „	Ar.	11.25 „	„	„ „
Y 11.50	„	Lv.	11.50 „	„	„ „
	Changchun „	Ar.	7.18 a.m.	Th.	Fri. Mon.
R 9.80	„ (Russian Train)	Lv.	*9.10 „	„	„ „
	Harbin „	Ar.	*3.00 p.m.	„	„ „

SOUTH BOUND.

			Wagon-Lits from Moscow	Russian State Express: From St. Pet's.	From Moscow
	Connecting at Harbin with				
R 9.80	Harbin (Russian Train)	Lv.	*12.10 p.m.	Fri.	Fri.
	Changchun „ (S.M.R. Train)	Lv.	*4.30 p.m. 5.45 „	„	„ „
Y 11.50	Mukden „	Ar.	0.45 a.m.	„	„ „
	„	Lv.	1.35 „	„	„ „
Y 14.95	Dairen „	Ar.	8.20 „	Sat.	Sat. Sun.
	„ (S.M.R. str.)	Lv.	Noon.	Sat.	Sat. Mon.
$ 40.00	Shanghai „	Ar.	Forenoon	Mon.	Mon. Tues.
					Kobe: Sat. Sakai.

*Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

With regard to the above Time-Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lits Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS Co.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISK RESEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[96

FURUKAWA & CO.
(FURUKAWA GOMEI KWAISHA TOKIO.)

COPPER:

Sole Proprietors of
ASHIO COPPER MINE, ETC. SILVER BULLION, COPPER INGOTS, TILES AND SHEETS, BARS, both of COPPER AND BRASS.

CABLES AND WIRES:

Every Kind for Electrical Use.

COALS:

Sole Proprietors and Sole Agents for
SHAKANOO, MUTA, ARATE, NAKAZURU, SHIOGASHIRA, SENSUI, SHIMOYAMADA, SHINSHAKANOO, TAKADA, AND OTAKAE COLLIERIES.

HEAD OFFICE:—MARUNOUCHI, TOKIO.
BRANCH OFFICES:—OSAKA, MOJI.
WAKAMATSU, HAKATA, SHANGHAI, HANKOW, DAIREN.
TEL. No. 810. No. 20, DES VŒUX ROAD, CENTRAL.
Hongkong, 1st January, 1915. [98

BLACKLOCK & MACARTHUR, LTD.

CLYDESDALE PAINT AND OIL WORKS, GLASGOW.

MANUFACTURERS OF
WHITE LEAD, PAINTS, COLOURS, VARNISHES, OIL REFINERS, ETC., ETC.
CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL AND FOREIGN GOVERNMENTS, RAILWAY AND STEAMSHIP COMPANIES, ETC.

PRICES AND PARTICULARS FROM—

WM. STEWART & CO.,
ALEXANDRA BUILDINGS,
SOLE REPRESENTATIVES.
Hongkong, 1st December, 1914. [33

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Flooring—Sizes to Order.
Philippine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 1463 P.O. Box No. 639
Hongkong, 2nd May, 1914. [51

APPLICATIONS FOR AGENCIESIN
CHINA AND JAPAN.
Should be sent to our Agent:—
MR. T. RUDDIMAN JOHNSTON,
13, Mikawadai-machi, Azabu-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF
PRINTING INKS
FOR OVER 120 YEARS.
RED LION PASSAGE, FLEET STREET, LONDON, E.C.
[108

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [34

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.
[J. H. TAGGART, Manager.
15]

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."
FRANK L. COOKE,
Manager.
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GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.

Noted for the best Food, Refreshments Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 P.M. to 11.30 P.M.

Special monthly terms for residents and for Shipping people.

For further particulars apply—
MANAGER.
Telephone 197.
Telegraphic address: "COMFORT."
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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.
P. O. PEUSTER,
Manager.
[99

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grandy facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
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Macau.
Tel. Add. "Phœnix," Macau.
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VICTORIA HOTEL
SHAMEEN—CANTON.

Telegraphic Add.: "VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.

REASONABLE RATES.

WM. FARMER
Proprietor
[52

INTIMATIONS

THE VICTOR-VICTROLA

is a source of endless pleasure to the entire household.

INVALUABLE AS AN ENTERTAINER.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-6

INDO-CHINA BRICKS. TILES. PIPES COMPANY. LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, Des Vœux Road. Tel. 289.

ALWAYS IN STOCK. [100-2

A. D. C.

PRESENT AT THE

THEATRE ROYAL

TO-MORROW (SATURDAY), JANUARY 9TH, AT 9.15 P.M.

A FAIRY BALLET,

ENTITLED

"SNOWWHITE AND THE FROG PRINCE."

IN 3 PARTS AND 4 TABLEAUX,

IN AID OF

THE BELGIAN RELIEF FUND.

UNDER the Distinguished Patronage of H.E. Sir F. H. May, K.C.M.G., Major-General F. H. Kelly, C.B., and Commodore R. H. Anstruther, C.M.G.

Booking at MOUTRIE'S Now Opened.

PRICES AS USUAL.

Soldiers and Sailors in uniform admitted at Half-Price to the Pit.

Hongkong, 5th January, 1915.

WM. POWELL, LTD.

Telephone 346.

TAILORING DEPT.

SPECIAL OFFER.

THIS SEASON'S

SCOTCH TWEED AND CHEVIOT

SUITINGS

$30.00 to $35.00

Usually $45.00 to $60.00.

FIT AND STYLE GUARANTEED.

BEST TRIMMINGS AND WORKMANSHIP.

WM. POWELL, LTD.

[101

CARGO IN ENEMY SHIPS.

EFFECT OF TEST CASE.

Judgment in the case brought by the Nestle and Anglo-Swiss Condensed Milk Co., in reference to cargo on the German steamers interned in Netherlands Indies ports, has been given by the Dutch Courts in favour of the Company, it being laid down that no general average, discharging or re-loading expenses are to be paid.

It appears from the Sumatra paper that it was the Medan Court which gave judgment for the Handel My: Deli Atjeh (agents of the Nestle and Anglo-Swiss Condensed Milk Co.) in the suit brought by this Company against the Captain of the *Scandia*, Mr. J. Jochims.

Judgment embraces the following points:—

1st.—That all the milk (11,550 cases) has to be delivered against surrender of Bill of Lading.

2nd.—A refund of all charges involved (in the Court's approval) through delay of delivery.

3rd.—Unless consignees have not been afforded delivery of goods within 48 hours, an indemnification of some kind must be entered into.

The Court further decided that no general average was to be paid for, defendants having to pay costs of the case.

It would appear from this finding that an appeal to the Batavia High Court is still possible.

It may be recalled, says the *Pinang Gazette*, that when the question of the release of goods was taken up by Messrs. Harrisons & Crosfield, the Hamburg-Amerika Co., voicing the opinion of the other enemy owners, quoted the following terms for the delivery of goods:—

1.—Delivery of full set of Bills of Lading, failing a full set being produced a form of guarantee to be signed by a Neutral Bank, viz., the Javasche Bank or the Nederlandsche Handel Maatschappij at Medan.

2.—Payment of full freight, if same has not already been paid.

3.—Payment of expenses of discharging, restowing, telegrams, etc.

4.—Provisional contribution of 10 per cent. for General Average for which a bond must be signed.

WHAT THE JUDGMENT MEANS.

The effect of the judgment, explained Mr. John Mitchell, Chairman of the Penang Chamber of Commerce, to a *Pinang Gazette* representative, was that people would not comply with the requirements of the shipping companies for these extraordinary charges. "According to the judgment, merchants can obtain their goods when they require them, without having to pay any general average deposit, nor are they responsible for the charges of unshipping and reloading. The judgment will certainly have the effect of preventing people from signing away their rights. It is these demands which have been responsible for so little cargo having yet been delivered."

"GENERAL AVERAGE."

Average, it is interesting to point out, is the term used in maritime commerce to signify damages or expenses resulting from the accidents of navigation. General average arises when sacrifices have been made, or expenditure incurred, for the preservation of the ship, cargo and freight from some peril of the sea or from its effects. It implies a subsequent contribution, from all parties concerned, rateably to the value of their respective interests to make good the loss thus occasioned.

AMERICA'S MERCHANT MARINE.

The *New York Maritime Register* says: There has been of late a considerable falling off of transfers of vessels to American registry. This has resulted largely no doubt from the activity of the British Government in maintaining the right of search of vessels on the high seas for contraband of war as well as the scrutiny into the circumstances of the transfer of vessels of belligerents as to whether the sale of vessels to Americans is a *bonâ-fide* transaction.

This is, of course, a serious interference with commerce, but a belligerent nation has a right, according to the terms of the Declaration of London, to satisfy itself as to whether the sale of an enemy's vessel was made in order to evade the consequences of capture and confiscation to which it would be subject under the flag of a belligerent country.

It is probable that inquiry by the British Government into the transfer of an enemy vessel to our flag will hereafter be made more searching. The limitation therefore put upon the transfer of vessels to our flag by the Declaration of London naturally acts as a deterrent to the purchase by our citizens of vessels of the nations at war, as according to the terms of this declaration, "The transfer of an enemy vessel to a neutral flag, effected after the outbreak of hostilities, is void, unless it is proved that such transfer was not made in order to evade the consequences to which an enemy vessel as such was exposed."

During the continuance of the war it may be possible by purchase to add a considerable number of foreign-built vessels to our merchant marine, but the acquiring of vessels in this way cannot by itself be depended upon as a means of developing the merchant marine of this country.

BRITISH BID FOR CHEMICAL TRADE.

Sir William Tilden, dealing with the manufacture of chemicals in Britain at the Society of Arts, said that we needed many first-rate chemists, a few engineers, plenty of capital, and some good men of business. A combination of these elements was certain of success.

The establishment of what would be practically a new industry would require assistance from the State if it was to survive the fierce competition which would follow the conclusion of war. Financial aid was already promised to the dye industry by the Government.

COST OF PANAMA CANAL.

From the report of Colonel Goethals, it appears that the appropriations to date for the Panama Canal aggregate $374,000,000, of which $358,559,049 had been expended at date of the report. It is quite possible that the full hitherto assumed cost of $400,000,000 will have been reached before expenditures cease which are charged to capital account. And the amount charged, doubtless, does not include interest during construction, which has to be charged in private enterprises as part of capital cost. It is doubtful whether we shall ever get such an accounting of the cost of the Canal as directors of a private corporation are required to render to their stockholders. But, whatever the cost and whether it ever earns the net income of 3 per cent. on the investment which is required to make the treasury good, the expenditure, being quite within our means, has been wise. Even disregarding the value of the Canal from the military standpoint, its value for its commercial linking together of the two coasts of the Republic is fully worth the cost. The arrival of the first ship from this Coast through the Canal to the Gulf ports was celebrated as a great event at New Orleans. The reduction of cost of shipment not merely increases profits on the business now done between the coasts, but is certain in time to create large volumes of business which is now not done at all. Nobody can yet tell just what that business will be or how rapidly it will develop. To a considerable extent it will almost certainly involve the transportation of ores in cargo lots or the establishment of reduction works and the movement of their products. The mineral resources of this State are the potential foundation of industry and commerce to an extent which few realize. The injury to the transcontinental carriers, while serious just now, will be temporary. Whatever tends to increase population and industrial and commercial activity will in the end be profitable to all interests.—*San Francisco Chronicle.*

WAR TRAINING OF TERRITORIALS IN INDIA.

Orders have been issued by the Commander-in-Chief in India regarding the war training of Territorial Infantry in India, which say that battalions of Territorial infantry newly arrived in the country would undergo a course of training which had for its object their preparation for active service in the field in the shortest possible time. The "Kitchener" test of 1904 had been considered by the Commander-in-Chief the best all-round standard for the purpose and was accordingly republished with certain modifications which were found necessary in order to bring it up-to-date, and to adapt it to the requirements of the present situation. The marks allotted to the different subheads were merely an indication of the relative importance attached to the several points included under each main heading, and were intended both as a guide to officers commanding battalions in preparing their command and to inspecting officers in assessing the efficiency of units tested by them. All battalions are to be inspected under the orders of army commanders as early as possible after the conclusion of the period of battalion training, but not in the form of a set piece and the results are to be reported to the Chief of the General Staff for the information of the Commander-in-Chief. Inspection in signalling will be dealt with by special inspectors and the musketry course will be that laid down for recruits and trained soldiers, respectively. The orders give in detail the "Kitchener" test (adapted) with the number of points for each particular branch of work.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

DETAIL.

4.—Orderly Officer: 2nd Lieut. Cunningham.

Orderly Sergeant: Corpl. Shenton.

To furnish Guard to-night: Centre Section M.G. Co.

G. E. Stewart,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN O.C.H.K.V.R.

PARADES.

Nos. 1, 2 and 3 Companies will parade on the Cricket ground on Friday, January 8th, at 5.15 p.m. Drill Order.

N.C.Os. will parade on the Cricket ground on Tuesday, January 12th, at 5.15 p.m.

FIELD DAY.

On Sunday, January 10th, Nos. 1, 2 and 3 Companies will parade on the Cricket ground at 8 a.m. Dress, Marching Order. Water-bottles to be filled and food carried in the haversack.

Members residing in Kowloon will fall in at the Kowloon Ferry Wharf at 8.30 a.m. under Lieut. Landale.

Members residing at Taipo should arrange to join at Fanling.

Signallers detailed for duty as such will not carry rifles.

Coats for the return journey may be taken and left at Fan Ling Station. Coats should be clearly labeled.

N.C.O. CLASS OF INSTRUCTIONS.

Attendance will be optional in future for the following:—Sergt. W. J. Ratty and J. Johnson and Lance-Cpl. W. M. Humphries.

W. L. Carter,
Captain and Adjutant.

The Captain of the *Emden* and Prince Franz Josef of Hohenzollern, who was an officer on the cruiser, have gone homewards, says *The Englishman*. According to a story published in Bombay, when the P. & O. mail steamer *Persia* arrived at Aden last Sunday week the passengers learnt that the *Sydney*, which sank the *Emden*, had visited the port the previous day, and that the Captain and Prince Franz Josef were transhipped to the Australian cruiser *Melbourne*, which had left for Home waters.

INTIMATIONS

THE TURKISH CIGARETTE.

$1.25 FOR A TIN OF 50 CIGARETTES.

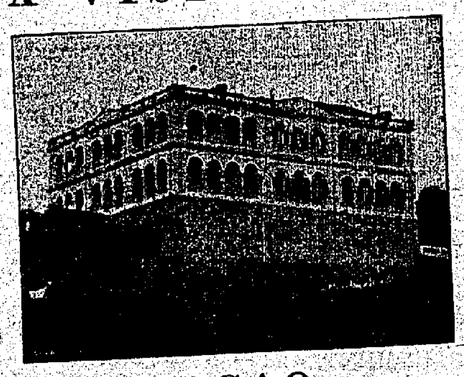
IN RETURN FOR SIX EMPTY TINS

WE WILL SEND YOU

ONE WESTMINSTER 1915 CALENDAR.

Hongkong, 6th January, 1915. [139

BOA VISTA HOTEL,



MACAO.

THE above HOTEL is now under NEW EUROPEAN MANAGEMENT. Tourists and Visitors are Guaranteed every comfort and an excellent Cuisine. Best attention and moderate rates.

For Particulars apply to—

THE MANAGER.

Hongkong, 21st December, 1914. [59

PUBLIC AUCTION.

A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS

(Just arrived from the North, being the Property of the well-known Collector, Mr. Lah Ven Kee).

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (FRIDAY) AND TO-MORROW (SATURDAY), THE 8TH AND 9TH JANUARY, 1915, COMMENCING EACH DAY AT 2.30 P.M., AT HIS SALES ROOMS, DUDDELL STREET,

A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS, FROM SUNG TO MING DYNASTIES AND KANGHI TO TOWKWONG PERIODS,

COMPRISING:—

5-Coloured, 3-Coloured and Blue and White VASES, PLATES, BOWLS AND FIGURES, Etc., Etc.
SANG-DE-BOEUF VASES, White "Goddess of Mercy," MING.
LARGE BRONZE VASES, SUNG.
FINE CRYSTAL VASES AND SNUFF BOTTLES.
PORCELAIN AND AGATE SNUFF BOTTLES.
GREEN AND RED JADE ORNAMENTS.

OLD LACQUERED SCREENS WITH 5-Colour Decorations and Blackwood, SCREENS WITH Blue and White AND 5-Coloured KANGHI AND KIENLUNG PORCELAIN PLACQUES, POTTERY AND PORCELAIN PICTURES Inlaid in Wood, Etc., Etc.

Also

A FEW PIECES OF SOOCHOW REDWOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.

Terms:—Cash on Delivery.

Geo. P. LAMMERT,
Auctioneer.

Hongkong, 5th January, 1915. [135

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	$10
Do. Do. Smaller Edition	6.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. H. Halcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00
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REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
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WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
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MISSIONARY DIRECTORY, paper cover	$0.50
ISSIONARY DIRECTORY, cloth cover	1.00
DOG AND GUN in New Territory	1.00
FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD: with Maps and Illus.	1.75
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SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923	2.00
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PLAN OF THE WEST RIVER	1.00
" " VICTORIA	1.00
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" " PEAK	0.75
" " NEW TERRITORY	0.75
POWER OF ATTORNEY FORM	0.25
MAIL TABLES for 1914, on card	0.30
" " " on paper	0.25

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SAMPLES FREE.

WHY NOT TRY IT?

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TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address— NOMURA HOTEL, 15, 16 and 17, Connaught Road. Telephone No. 400. Hongkong, 30th July, 1914. [102

YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRADORES, 15, LEE YUEN STREET, WEST. Telephone No. 1230. Hongkong, 27th October, 1914. [104

WAR MAPS AND SMALL NATIONAL FLAGS

To Mark the Progress of THE WAR.

For Sale at—

GRACA & CO.. Hongkong Hotel Building, Pedder Street [103

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at $5, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th October, 1914. [93

A LING & CO..

19 QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 18th April, 1914. [94

FORTHCOMING EVENTS.

TO-DAY

2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Messrs. Hughes & Hough.

TO-MORROW

9.15 p.m.—A.D.C. at the Theatre Royal.—"Snowwhite and the Frog Prince."

2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Messrs. Hughes & Hough.

Saturday, 30th Jan.:—

3 p.m.—A Garden Fête in the grounds of the University

JAPAN AND THE EMPIRE.

VALUE OF THE ALLIANCE.

HOW NIPPON HAS KEPT HER PLEDGE.

The present war, says a writer in the *Standard of Empire*, must inevitably cause a large number of people to revise their ideas on a good many subjects. To mention only two instances, it may be said that the not inconsiderable school of thought which in pre-war days was opposed to the "local navy" policy of Australia has been provided with much reason for reflection by the exploits of the Royal Australian Navy, while those people—often supporters of the local navy plan—who found themselves unable to view with favour the Anglo-Japanese Alliance have also to acknowledge that this compact has abundantly justified itself.

What at first sight appears to be a paradox disappears, however, when it is looked into closely. Both extremes of view were wrong, and the path of wisdom, as indicated by the recent course of events, is revealed as a compromise between the two divergent policies.

It is unnecessary to recapitulate the arguments in support of the view that the "local navy" policy has been justified by results, but justice demands that the straightforward part played by our Far Eastern Ally since the outbreak of the war should be generally realised by all the Britannic peoples. The Germans have attempted to arouse feeling against Britain in neutral countries on the ground that she incited an Asiatic race to attack Europeans. The truth is that the "Asiatic race" has honoured its signature to an international contract, and the contrast between its conduct and that of Germany in regard to the independence of Belgium, which was also the subject of an international agreement to which Prussia was a party, places Germany in a very inferior moral position to that of Japan.

WHAT JAPAN'S NAVY HAS DONE.

Apart altogether from the capture of Kiaochau, Japan has rendered splendid service to the Allied cause. Her warships have been employed in extensive convoying operations, and they have taken a prominent part in the hunt for German cruisers in the Indian and Pacific oceans. It was the warships of the Mikado which pursued the German gunboat *Geier* to Honolulu and, by maintaining a constant patrol outside the harbour, forced her commander to submit to internment. British mail steamers between Aden and Australia, in the days when the *Emden* and *Königsberg* were still at large, owed their safety in no small measure to the friendly watchfulness of the Japanese Navy. When the R.M.S. *Osterley* reached Fremantle some time ago her officers were surprised to find that she had been convoyed from Colombo by a Japanese cruiser, which arrived in port five hours after the liner. The wireless operator of the *Osterley* had discovered that someone was constantly tapping her wireless signals, but, fearing that the mysterious vessel was a German cruiser, he did not answer, and it was not until Fremantle was reached that the true explanation was revealed.

In the matter of the German islands in the Pacific also Japan has behaved in a most exemplary fashion. For some unexplained reason Australia did not occupy the Marshall, Caroline, and Pelew groups when the more southerly German colonies were seized. In order to prevent stray German cruisers from making use of these islands they were occupied by Japanese naval detachments.

AUSTRALIA'S INDEBTEDNESS.

The Japanese Government has just intimated its willingness to withdraw in favour of Australia as soon as the Commonwealth is ready to take over the islands. A force is being got ready for the purpose, and the groups seized by Japan will form part of the Melanesian territory to be administered by Commander Pethebridge, C.M.G., as Australian Commissioner in the North-West Pacific, until their destiny is finally decided at the conclusion of the war. Commander Pethebridge, who succeeded Captain Muirhead Collins, C.M.G., as secretary of the Defence Department of the Commonwealth in 1910, will have authority to arrange for the effective occupation of these islands.

The fact that Japan has fought at our side in the fiercest struggle that the world has ever known cannot be without influence on the future relations between the Asiatic Power and the British Empire. Those who have hitherto looked askance at the Anglo-Japanese Alliance will no longer be able to entertain the old suspicion that too much reliance must not be placed in the good faith of our Ally, and any difficulties that may arise in future from the economic friction between the different standards of living of the two peoples will be settled more easily as the result of the sympathy engendered by our comradeship in arms against the Germanic conspiracy to dominate the world.

HAMBURG TRANSFORMED.

REFUGE FOR IDLE SHIPPING.

The special correspondent of the *Daily Chronicle* at Amsterdam, Mr. C. E. Tripp, writes:—Of all the cities that have come within the influence of the war there is probably none which has been so completely changed as Hamburg. The port is stagnant, silent, dead. In its vast water spaces lie hundreds of ships that just over three months ago were steaming to and fro on the seven seas. Now they lie still, deserted, under guard. In sharp contrast is the feverish rush of work going on in that part of the city's waterways devoted to shipbuilding. Exactly what the nature of this work is it is impossible to say. The echoes of this industrial excitement sound strange indeed to one who finds himself in the midst of the stillness and silence of the commercial port.

Hamburg has been placed in a curious position since Germany took possession of Antwerp. The townspeople are torn between admiration for a German feat of arms and fear for the future of their own property. They do not disguise their fear that, with Antwerp a German port, Hamburg's wealth would largely disappear. And so there is general dismay in commercial circles over the taking of Antwerp.

SHOULD JAPAN CO-OPERATE IN EUROPE?

An article appears in the November number of the *Fortnightly Review*, entitled "The Full Value of the Japanese Alliance," by a writer who signs himself "En Vedette." The burden of it is the desirability of shortening the war by the co-operation of the Japanese Army in Europe. The *Japan Chronicle* surmises that the writer is one who has occupied a high position in the diplomatic world in Japan. We make the following extract:—

"To turn the scale promptly and completely in the Western theatre of the war, what is wanted is the immediate presence of an additional army of 250,000 men. By 'an army' fully trained soldiers ready to be sent to the front at once and to fight on their arrival is meant, and there is only one country that can supply it. That country is our gallant and devoted ally, Japan. The word devoted is used advisedly. We have only to ask and we can have Japanese co-operation to-morrow. The first doubt that may strike the mind is that Japan is too far off. Let us remove this doubt at once. Japan by the Pacific-Canadian route is only a few days farther away from the English Channel than India. Within a month of the Emperor of Japan issuing his orders, the Japanese Army would be in Flanders or Normandy. We cannot for the sake of the common cause refrain from exercising our influence to induce Japan to come to the front. Very little inducement will be necessary, and Japan will throw into the scale not a little army, but a mass which the Germans will have to take into account. The Japanese alliance is one of the chief assets of the British Empire; the time has arrived to bring it into the general account for the consummation of a task that will confer present relief and future security on many millions of people.

"Nor must we forget that Japan is herself at war with Germany, and that she has the right to attack her wherever she deems fit. If she liked to send an armada of her own to Europe there is no one with any right to stop her, and certainly neither France nor Belgium would look askance at any aid, no matter whence it came. As Japan's chief desire and ambition is to gain a prominent place among the Great Powers not of Asia, but of the world, the possibility of military action in Europe has been carefully studied by the Headquarters Staff at Tokyo, and there is little doubt that all is ready for the execution of a clear and well-conceived plan.

"While Japan would not make and bargain, offering her co-operation in a large spirit and with the sympathy of a true comrade, it would be hurtful to our feelings and to our Allies also to accept such aid without her receiving some definite reward and share in the spoils of victory. We could none of us let her return empty-handed after so signal a service, and yet there might be some embarrassment in fixing upon a suitable and attainable reward. It would be better to fix it beforehand, and the following suggestion might provide a solution that would be generally acceptable. Japan could be assured the reversion to German East Africa. That would give her a fine colony still in the making and a vent for her activities in a scene far removed from Australian and American susceptibilities. For the States holding territory in the Congo basin, which are France, Belgium, and Portugal, Japan would be a far preferable neighbour to Germany. Their Governments would not hesitate to become parties to a convention admitting Japan to take her place in Equatorial Africa as her reward for supporting the common cause.

"The fundamental objection that many persons will feel to the introduction of Asiatics in a European quarrel is one of the old-fashioned prejudices that will not hold water in these days. Keep Asia out of it, say these narrow-minded persons, but they forget that Asia has a right to her say in the matter. Germany is fighting not merely for hegemony in Europe, but for colonies and tropical possessions. Were she to win she would soon have her own way in the other continents. Asia thus cannot be kept out of it. India has been brought into it, Japan is the other great representative of Asia that possesses an army which might, without fear of the result, be placed opposite Prussian regiments. It is pure folly to neglect availing ourselves of such a valuable source of strength as is at our disposal through the loyalty and goodwill of our Japanese allies. The Japanese have more than fulfilled the bold prediction of Sir Stamford Raffles 100 years ago that of all Asiatics the Japanese were the most likely to attain equality with Europeans in character and capacity. They have attained it, but what they want is universal recognition of the fact, and there is no better way to accomplish this object than by taking a glorious part in the tremendous struggle which is rending much of Europe to pieces, and which will be felt in its consequences to the furthest ends of the earth if the Germans gain the day."

THE LONDON STOCK EXCHANGE.

In connection with the re-opening of the London Stock Exchange the main restrictive conditions contemplated were first that naturalised Germans and Austrians shall be precluded, unless denaturalized in their country of origin; secondly, that preventive measures be taken to prevent Germans from unloading their securities, and raising money by roundabout means; thirdly, that dealings be in cash only; and fourthly, that options and new account bargains and arbitrage transactions be prohibited.

KRUPP'S DIVIDEND.

The firm of Friedrich Krupp (Limited) proposes to pay a 12 per cent. dividend as compared with 14 last year. The share capital is to be raised from three and a half millions sterling to twelve and a half millions sterling.

The Berlin Stock Exchange postponed settlements till the end of December.

WHAT NEW BRITISH TAXES MEAN.

THE INCOME TAX.

A return issued by the Treasury shows in detail both the amount of tax payable on incomes and the virtual rate charged in the £ under the Finance Act passed last session, and under the proposals made by the Chancellor to raise money for the conduct of the war. A few examples may be given.

A person with an income of £161 would, under the original scheme, pay 9d. if his income were wholly earned, and 1s. if it were wholly unearned. For this year, with an additional rate of 33-1-3rd per cent., the charges will be 1s. and 1s. 4d. respectively, and next year, under the double rates, they will be 1s. 6d. and 2s., the virtual rate in all cases being estimated at 1d. in the £. On an income of £180, a man this year would have paid 15s. on earned and £1 on unearned, the virtual rates being 1d. and 1.3d. in the £ respectively; he would now pay £1 (1.3d. in the £) and £1 6s. 8d. (1.8d. in the £); while next year he will pay £1 10s. (2s. in the £) and £2 (2.7d. in the £) respectively.

This year's new rate on an income of £203 will amount to £2 (2.4d. in the £ and £2 13s. 4d. (3.2d. in the £), and next year's charge will be £3 (3.6d. in the £) and £4 (4.8d. in the £) respectively. On £1,000 the increased charge will be £50 (1s. in the £) and £83 6s. 8d. (1s. 8d. in the £), while next year it will be £75 (1s. 6d. in the £) and £125 (2s. 6d. in the £) respectively. This estimate takes no account of allowances in respect of life insurance premiums and children, which in many cases would substantially reduce the tax payable.

With regard to incomes large enough to pay super-tax, the return shows that next year, with the double rates, a man with an income of £100,000 will be paying over 5s. in the £. His income tax will amount to £12,500 and his super-tax to £12,745 16s. 8d., a total of £25,245 16s. 8d., a virtual rate of 5s. 6d. in the £. Under the original Finance Act of last session he is paying a total of £12,622 18s. 4d., or 2s. 6.3d in the £, and under the additional rates for this year he will pay £16,830 11s. 1d., a virtual rate of 3s. 4.4d. in the £. A man with an income of £75,000 will also have to pay 5s. in the £ next year, while those with incomes of £30,000 will be paying 4s. 9.3d.

BRITISH PRISONERS OF WAR.

THE PAINS OF IDLENESS.

The reports about British soldiers who are interned as prisoners of war are unanimous on one point. The greatest hardship they suffer is the reaction from their tremendous labours. As a rule they are given little work to do and this produces languor, also a depression of spirits. Several Dutch journalists who have been permitted to visit the German camp at Doberitz, where the British prisoners are kept, independently lay stress on this, the more so, perhaps, that they were all also immensely impressed by the splendid physique of our men. These observers found the condition of the camp quite satisfactory in other respects. The soldiers were then still occupying large tents, but a great range of barracks was nearly completed, and into these winter quarters the prisoners may possibly have been moved already. The barracks have been built to house far larger numbers even than those of the British prisoners returned in the inflated German lists. At the end of last month, there seem to have been about 4,000 in the camp including many of the Naval Brigade from Antwerp. The new barracks, which have been very costly to construct, are evidently intended for permanent purposes. Doberitz, which is the well-known manœuvring ground of the Guards, has also become an important flying ground. Our men appear to get sufficient food, wholesome in quality, but served *sans* knife, which is their main complaint about messing. The correspondents' reports speak as if the prisoners had plenty of cigarettes also. In fact, it was their listless lounging, cigarette in mouth, which roused their visitors' sympathy. These bronzed, athletic soldiers were so evidently hard put to it to pass the time doing nothing, and yet employment could be found for them only on one day out of three. Too many Germans out of work are clamouring for a job to permit of the British competing with them, even in hewing and drawing for the camp.

Exactly the same story comes from Holland about the British interned at Groningen. The Dutch have endeavoured to keep up a supply of newspapers and magazines, and so many of these are now being sent in from among themselves as well as from home that there is at present no need of more. Books are always welcome. But more active entertainment is what is most wanted, and a small committee in Amsterdam are making an appeal to their countrymen, which no doubt they will be glad to have published, for all the materials of gymnastic and fencing exercises. It is difficult to get a supply of these in Holland at present, for there has been a run on them for the Dutch troops, which have been mobilised for months, and require them as much as the prisoners. So the committee are collecting from where they can foils, masks, gloves, rings, vaulting horses, ropes, spring-boards, mattresses, even parallel bars for the various exercises that will help to keep the prisoners fit during their enforced inactivity in wartime.

Lieut. the Hon. E. Hardinge, son of the Viceroy of India, died of wounds at Folkestone last month. He had been employed on reconnaissance and had done so well that his work had been brought to the notice of Brigadier-General Kavanagh. His name was sent to general headquarters for a reward. The King gave him a D.S.O. Meanwhile he was badly wounded and died of blood poisoning.

INTIMATIONS

LANE, CRAWFORD&Co.

JUST RECEIVED:

ANGLO-ORIENT

SEAMLESS REVERSIBLE

CARPETS AND RUGS.

TWO WEARING SURFACES INSTEAD OF ONE

IN CHARMING COLOURINGS AND DESIGNS.

THEY ARE OF

BRITISH MANUFACTURE

BOTH

DURABLE AND INEXPENSIVE.

WE HAVE THEM IN

SQUARES 3 by 2½, 3 by 3 and 3 by 4 Yards.

AND CORRIDOR, HEARTH, SOFA, AND BEDSIDE RUGS.

COLOURED LITHOS ON APPLICATION.

LANE, CRAWFORD & CO.

[22

REMINGTON JUNIOR.

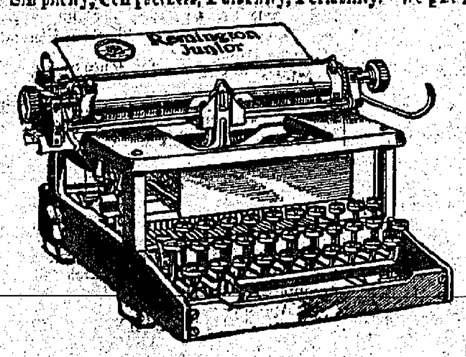
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, ETC., ETC.

SPECIAL FEATURES:

Simplicity, Completeness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

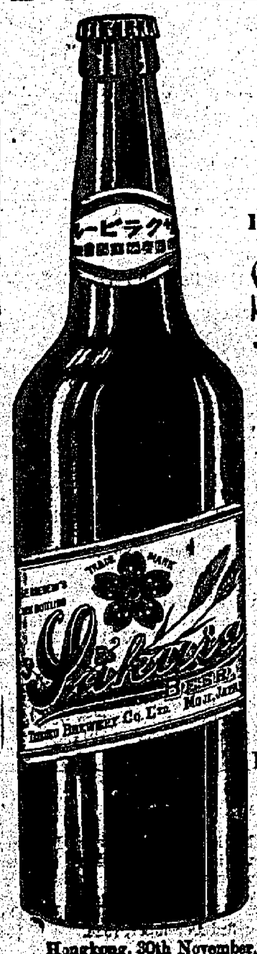
It is built for the per-ver, for the in nume rous cl ss of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, leaflets, etc., apply—

REMINGTON TYPEWRITER CO. (INCORPORATED), NEW YORK.

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 20th November, 1914. [50



NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY CO.. LTD..

MOJI. JAPAN.

This is an Excellent Beer and moreover CHEAP.

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,

WINE AND SPIRIT MERCHANTS.

TEL. 636.

Hongkong, 30th November, 1914. [49

NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

NOTICE.

CAPTAIN'S CUP COMPETITION.

THE JANUARY CAPTAIN'S CUP COMPETITION will be played over Happy Valley from the 9th to 11th inst., inclusive.

K. M. CUMMING,
Hon. Secretary,
R. H. G. C.

Hongkong, 8th January, 1915. [144

WANTED.

A BRITISHER, aged 31, with good business qualifications, thorough experience of Chinese and speaking fluently Cantonese, requires a Position in good Firm. No objection to outports and would be agreeable to travel in the Interior.

Apply to—

J. M., Box No. 8,
Care of "Daily Press" Office.

Hongkong, 8th January, 1915. [145

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENALDER,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th January, 1915. [141

NOTICE.

THE Interest and Responsibility of the Undersigned as Lessee of the Business of the HONGKONG DAILY PRESS and CHUNG NGOI SAN PO Ceased on 31st December, 1914.

D. WARRES SMITH.

Hongkong, 31st December, 1914. [122

NOTICE.

TO all whom it may Concern, the Undersigned will as from the 1st day of January, 1915, carry on Business as Import, Export, Merchant and Commission Agent under his own name, having severed all connections with the firm of P. SOFFIETTI & Co.

A. GALLOTTI.

Hongkong, 31st December, 1914. [124

NOTICE.

MR. GERALD GEORGE WOOD has This Day been admitted as a Partner in our Firm.

LEIGH & ORANGE.

Hongkong, 1st January, 1915. [137

NOTICE.

MR. W. G. WORCESTER has been Appointed under the Alien Enemies (Winding up) Ordinance, 1914, Liquidator of the Business and Affairs of Messrs. GAEBELS, BORNER & Co., Merchants and Commission Agents.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between GEOFFREY CHARLES MOXON, JOHN WILLIAM TAYLOR, WILLIAM GILBERT WORCESTER and EDWARD MAURICE RAYMOND, carrying on business at Victoria, Hongkong, as Sharebrokers under the Style or Firm of MOXON & TAYLOR, has been Dissolved by the effluxion of time as from the 30th day of September, 1914, so far as Concerns the said WILLIAM GILBERT WORCESTER, who has retired from the said firm. The said GEOFFREY CHARLES MOXON, JOHN WILLIAM TAYLOR, and EDWARD MAURICE RAYMOND will continue to carry on the said Business in Partnership under the same Style or Firm of MOXON & TAYLOR.

G. C. MOXON,
J. W. TAYLOR,
W. G. WORCESTER,
E. M. RAYMOND.

January 1st, 1915.

THE Undersigned has commenced Business as a Merchant and Commission Agent, as from the 1st January 1915, under the Style of W. G. WORCESTER & Co., at KING'S BUILDINGS, Connaught Road, Victoria, Hongkong.

W. G. WORCESTER.

Hongkong, 1st January, 1915. [123

FRENCH LESSONS

G. MOUSSION,

16, MORRISON HILL ROAD.

[60

DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, STRAITS, ETC., FOR 1915.

NOTICE.

FIRMS who have not sent in particulars for inclusion in the Directory for 1915 are requested to forward them at once to the *Hongkong Daily Press* Office.

Hongkong, 31st December, 1914.

TO LET

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, 1st January, 1915. [38

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished.
Apply— H. E. POLLOCK,
5, Queen's Road.

Hongkong, 3rd December, 1914. [53

TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.

RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repainted to suit tenant's taste. Garden and Tennis Court.

For further particulars apply to:—
H. M. H. NEMAZEE,
10, Des Vœux Road.

Hongkong, 3rd November, 1914. [47

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 4th January, 1915. [45

TO LET.

NO. 2, OBSERVATORY VILLAS, Kowloon. Tennis Court.

Apply—
ARRATOON V. APCAR & Co.

Hongkong, 10th December, 1914. [58

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply— SECRETARY,
A. S. WATSON & Co., LTD.

Hongkong, 23rd October, 1914. [36

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Ice House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st January, 1915. [35

TO BE LET.

FIRST FLOOR of 11, Queen's Road Central, from 1st March next, now occupied by the Telephone Company.

Apply to—
THE MERCANTILE BANK OF INDIA, LTD.

Hongkong, 9th December, 1914. [56

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 12th November, 1914. [105

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st January, 1915. [54

TO LET.

NO. 19, BELILIOS TERRACE.

"ROGATE," Austin Road, Kowloon, from 1st February, 1915.

No. 62 THE PEAK. (No. 2, CAMERON VILLAS.) Furnished.

"KIRKENDOA" Furnished, No. 122, Plantation Road, Peak.

"BEACONSFIELD," Battery Path, No. 59, THE PEAK (5 CAMERON VILLAS).

Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 22nd December, 1914. [43

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.

Apply to—
SHEWAN, TOMES & Co.

Hongkong, 3rd December, 1914. [39

INTIMATION

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

CHAMPAGNE

DE

ST. MARCEAUX & Co.

REIMS

VIN BRUT AND VERY DRY VINTAGE 1906.

PRICE PER CASE:

1 Doz. Quarts	- - -	$63.00
2 „ Pints	- - -	$65.00
4 „ Splits	- - -	$68.00

CHAMPAGNE

DE ST. MARCEAUX & Co.

IS A

GUARANTEED VINTAGE WINE.

It is the most Popular Wine in England and Europe to-day, and invariably figures on the menus of Banquets, Dinners, and Suppers given by Reigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

CREME D'EPERNAY

A CHAMPAGNE OF FINE QUALITY.

PRICE PER CASE:

1 Doz. Quarts	- - -	$36.80
2 „ Pints	- - -	$39.00
4 „ Splits	- - -	$41.20

[13

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 8TH, 1915.

THE WEST RIVER.

WE are interested to learn from the Peking papers that the important subject of conservancy work in the regions of the West River has been engaging the Central Government, a petition on the subject having been addressed to the Minister of the Interior by Mr. LIANG SHIH-YI, the Director-General of the Customs Administration, bearing the signatures of over a hundred prominent Cantonese residing in Peking. The petition implored the Central Government "to appoint an experienced official to supervise the work of draining the West River in order to make impossible the recurrence of a calamity such as that of last August." As a matter of fact, one of the Government's European experts had just come down from Peking to report on the state of the rivers in Kwangtung when the great flood occurred, and we are informed that another expert is at the present moment on his way to the West River from Peking. Meanwhile the damage done to the dykes and river banks by the floods of last year is being repaired by the people of the localities affected, the cost being defrayed out of the funds raised last year by public subscriptions in Hongkong and elsewhere for the relief of the distress occasioned by the floods. Only about a week ago we published a report on the subject by Mr. A. E. Wood, who was appointed by the Colonial Government to assist the Chinese officials in expending to the best advantage the large sum of money raised in Hongkong, amounting in the aggregate to nearly $350,000. In his report Mr. Wood incidentally remarked that in carrying out the repairs the people were "doing their best, according to their time-honoured customs." This means, we suppose, that the work is not being done under competent supervision and that there is a possibility that what is being done now might have to be done over again next year, or whenever the water again puts the embankments to the test. Mention was made in Mr. Wood's report of the fact that the Hongkong Government had kindly lent the services of one of its executive engineers who was able to spare a week of his valuable time in order to advise on certain questions of construction, and the report told us that his practical advice on many points was very helpful. This is the kind of practical help China needs. Millions of dollars are constantly being wasted in China on work of this character simply because the Chinese cannot be persuaded that river conservancy work is a matter requiring supervision by men who are trained in the science of engineering and have made a special study of such problems. It would be amusing if it were really not so pitiful to observe that an Admiral of the Fleet has been selected to superintend the work, in response to the request of the Cantonese in Peking who asked for the appointment of "a capable and experienced officer." China to-day has not a few first-class railway engineers, and possibly there are also to be found a few Chinese engineers trained abroad, who have made a study of river conservancy work, and who would be far better qualified to supervise such work than an Admiral. Some day we suppose every provincial government in China will have its staff of trained engineers to advise upon and superintend public works of this character, and the President of the Republic may then be content to leave such matters as river conservancy to the local authorities. It cannot be said in this matter, at all events, that the PRESIDENT has shown greater wisdom or knowledge of affairs than the local official, for the proposals contained in the petition which he has sanctioned appear to be of the vaguest character. Briefly they amount to this: that the West River shall be properly drained "with all haste" in order that there may be no more flooding of the surrounding country; that part of the relief funds shall be used for surveying the river; and that the funds for the whole "gigantic work" shall be raised by contributions from the rich riparian landowners and by a tax on the rice exported. In this way the petition says "an enormous sum will be secured for the improvement of the river." If Admiral TAN HOUEH-HENG, who has been appointed to "superintend the undertaking" answers the description of a "capable and experienced official" he will first of all get competent people to advise him as to what work is necessary and to furnish plans and carefully detailed estimates of the cost. It will then be time enough to consider the ways and means of raising the necessary funds.

A telegram received at the American Consulate General from the Manila Observatory at 11.15 a.m. yesterday reported a cyclone or typhoon S.E. of Naha, moving N.E.

Mr. Mellis-Smith, son-in-law of the Rev. M. C. Mackenzie, of Wuking-fu, Swatow, has obtained a commission in the new Army and on his way to England, accompanied by Mrs. Mellis-Smith.

The Rev. A. D. Stewart was the speaker at a further meeting at the City Hall yesterday in connection with the Week of Prayer. The subject was "Missions, and the Jews." Major S. T. Wenborn presided over a good attendance.

The Week of Prayer meeting to-day at 5.30 p.m. will be held at St. Andrew's Church Hall, Kowloon, instead of the City Hall, when the Rev. N. C. Pope will preside and Mr. Y. C. Yen, of the University, will speak. Subject, "Families, Schools and Colleges, and the Young."

The second evening performance of "Snow-White and the Frog Prince" is to be given at the Theatre Royal to-morrow. Apart from the sumptuous manner in which the Ballet is mounted—many visitors have expressed their surprise on hearing that the production is an amateur one—it must not be forgotten that the proceeds are to be devoted to a very excellent cause in the Belgian Relief Fund. It is not so very long ago that refugees from the country of our gallant Allies were arriving in England at the rate of 7,000 per day. Many of them landed with nothing more than the clothes they were wearing and the work of providing food and housing accommodation for the poor, distressed people was one of no little magnitude. A Committee was formed under the presidency of Lord Gladstone to raise funds with which to render assistance. The Hon. Secretary of this Committee is Lady Lugard, of 51, Rutland Gate, and it is very apt that the amount realised by the production of "Snow-White" and the "Blue Bird" should be contributed to the Belgian Relief Fund through the medium of the wife of a former Governor of Hongkong.

CLAIM AGAINST THE GREEN ISLAND CEMENT CO.

SEQUEL TO REPAIRING OF STEAMER.

The action was resumed yesterday before the Chief Justice in which the Man Shing Lee firm, 10 Western Street, sued the Green Island Cement Company. The claim is for $3,816 for work done and material supplied by plaintiffs to the defendants' steamship *Chingchow* between September 11th and October 30th, 1913.

Mr. Eldon Potter (instructed by Mr. Davidson, of Messrs. Hastings & Hastings) was for plaintiffs, and Mr. F. C. Jenkin (instructed by Mr. Hung, of Messrs. Deacon, Looker, Deacon & Harston) for defendants.

At the previous hearings which took place before Christmas the defence set up was that the contract concerned in the action was made with the Tung Yick firm, and plaintiff had only been looked upon as one of their foremen. Plaintiff had never had any transactions with the defendant Company, and his claim to have done extra work, outside the contract at the direction of Capt. Arthur, of Messrs. Goddard and Douglas, (the Company's Marine Superintendents) was wrong, because Capt. Arthur had not the authority to order to the extent alleged without consulting the Company. All this was denied by the plaintiff and subsequently the action was adjourned to see if some arrangement could not be come to between the plaintiff and the Company. The directors of the latter, however, after consideration of the matter, decided to contest the issue.

There was a long legal argument yesterday morning as to the admissibility of the evidence of Mr. Shields, secretary to the defendant Company, and subsequently his lordship decided to hear this witness but reserve his decision as to whether it should be accepted or not.

Mr. Shields said that the work which was contracted to be done by the Tung Yick firm was to take up the old decks and replace them with decks of new wood according to the directions given by Capt. Arthur, and also all other work incidental to the decks was to be done by the Tung Yick. The ship's fittings, which were attached and which would be disturbed by the raising of the decks, including the cabins, had to be replaced. During the progress of the work he had several interviews with the Tung Yick's representative, as Capt. Arthur had complained of the slow progress which was being made. He was unable to say that he had seen the plaintiff before, but he must have seen him on board the boat. But he had never had any business transactions with him. As to Capt. Arthur's authority, he was the Marine Superintendent of the Company and looked after technical details in connection with the steamer and ordered any necessary repairs or renewals to be done.

In answer to his lordship Mr. Shields said that Capt. Arthur had ordering authority in regard to small details, but he could not order and pass a big contract, of course. Capt. Arthur had seen the Company with regard to the Tung Yick contract and it was accepted by them.

Replying to Mr. Potter witness said admittedly there was some work done on the ship which was outside Tung Yick's contract. Capt. Arthur had instructed someone to do that extra work.

Mr. Potter—Now with regard to Capt. Arthur's authority. Assuming the repairing of the cabins was outside the contract, and assuming Capt. Arthur ordered the repairs to be done, would your Company refuse to pay for them and then raise the defence as to whether he had authority to do so or not?—We should pay, because he is our employee.

Mr. Potter—That is one of your defences to this action, though.

Mr. Jenkin then intimated that in view of what Mr. Shields had just said he would withdraw the defence of Capt. Arthur's authority.

Mr. W. G. Hobbs, assistant in Messrs. Shewan, Tomes & Co., in the course of his evidence, said that plaintiff had never come to the office in connection with the repairs to the steamer alone. He was always accompanied by the representative of the Tung Yick Company. Until that day witness had not seen a detailed bill for "extras" in connection with the steamer. When Tung Yick's representative mentioned extras to him witness told him that the directors would have to decide whether they would enforce penalties in connection with the work and that in view of this the Tung Yick's should waive their claim for extras. At one time in the negotiations witness asked Fung Shuen (Tung Yick's representative) who plaintiff was, and Fung Shuen replied "b'long my partner." When he received a letter from Messrs. Hastings & Hastings demanding payment of a bill on behalf of Man Shing Lee he looked up his books to see if they had had any other transactions with the man and he found that Man Shing Lee had been paid $100 for skylight doors fitted on the steamer.

Mr. Potter closely cross-examined witness as to the identity of plaintiff, but witness said that he had no doubt on the matter, he had seen him nine or ten times.

Mr. Potter—When you have seen someone nine or ten times you know them for all time, then?—No, I won't say that.

You realise that this case practically depends on the question of identification?—Yes.

And you, I suppose, have heard of cases of mistaken identity?—I have, but this is the man who came to my office.

His lordship then asked—Assuming this man was charged with murder, or burglary, and you had seen him nine or ten times, would you be prepared to swear that he was the man?—Yes, I should be prepared to swear.

Mr. Jenkin—But, of course, he would not see a burglar who was burglaring his house nine or ten times, I presume. (Laughter.)

Witness added that he had no doubt on the point of identification.

The hearing was adjourned.

CLAIM FOR ADVERTISING FEES.

PLAINTIFFS NON-SUITED.

In the Summary Court yesterday, the *Hongkong Telegraph* sued Lee Wo & Co. and Hee Cheong, as managing partner thereof, to recover $199.60 balance of advertising fees due from November 1st, 1913, to May 8th, 1914.

Mr. P. W. Goldring appeared for plaintiffs and Mr. C. A. S. Russ (of Mr. J. H. Gardiner's office) was for defendants.

Mr. Goldring said the writ was originally issued against the Queen's Road Central Company and Hee Cheong, but was amended because it was found that the company had transferred its business to the present defendant company. On May 13th the manager of the *Hongkong Telegraph* entered into a contract with the Queen's Road Central Company to insert their advertisement for 12 months for a sum of $380, to be paid monthly. Accounts presented were paid up to October 13th, 1913, the amount received being $180.49, leaving the balance claimed. It appeared that some time in November the Queen's Road Central Company purported to have parted with their business to someone else who some time subsequently transferred it to a limited company. Of the first assignment and subsequent transfer to the company the plaintiffs received no notice whatever. They issued the writ against the Queen's Road Central Company whose advertisement continued to appear in the paper, and he understood that now the defendants denied liability on the ground that they did not take over the liabilities of that company.

His Lordship said he did not see what right of action plaintiffs had against the limited company.

Mr. Goldring replied that they must have seen the advertisement running in the paper.

His Lordship said he could not hold that the Lee Wo should be made responsible for another firm's contract.

Mr. Goldring subsequently withdrew his claim as against the Lee Wo and proceeded with the claim only as against Hee Cheong as managing partner of the company.

Mr. Russ said Hee Cheong was not a partner of the Queen's Road Central Co., but only manager.

His Lordship gave costs aginst plaintiff in regard to the withdrawal of the claim as against the firm, and as to the claim against Hee Cheong non-suited plaintiffs, with costs.

INSUBORDINATE SAILOR.

TROUBLE ON "DRUMELTAN" WHILE SHIP WAS AFIRE.

At the Marine Court yesterday, before Commander Basil Taylour, R.N., Ferdinand Christian Andersen, a Scandinavian, was charged with continual disobedience of the lawful commands of the captain of the *Drumeltan*, and, further, with assault.

The defendant pleaded not guilty.

Capain A. Watt said that at about 3.30 p.m. on Tuesday, while he was saying good-bye to some friends in his cabin, the defendant came to him and demanded some whiskey. Witness told him to go away, but he would not do so and commenced to create a disturbance. The captain thereupon pushed him out of the cabin, but the prisoner remained outside until 6 o'clock, continually demanding more whiskey.

The next time witness saw him was at about 5 a.m. on Wednesday when he again asked for whiskey. In the meantime the fire on board the ship had been discovered. Witness refused him the liquor that he demanded and told him to get on with his work. He refused, and they had to neglect the fire while they were dealing with the defendant. A struggle eventually took place, and the defendant struck him on the chest.

The defendant averred that he was sick and did not do what he was told because he could not. He might have said a word or two, but he did not cause any disturbance. He was standing in the forecastle when the mate told him that unless he came out he would put him in irons. The mate produced a pair of rusty handcuffs to do this and he remarked, "If you are going to put me in irons, you will have to clean them first." He asserted that the captain hit him twice on the head with something blunt and he hit back.

The Magistrate remarked that there was no doubt that the defendant was under the influence of drink and had behaved in a most disorderly manner.

Defendant was sent to prison for three months with hard labour.

THE WAR.

STATEMENT BY LORD KITCHENER.

RUSSIANS CONTINUE TO PROGRESS.

BRITISH NAVAL ACTIVITY.

[THROUGH REUTER'S AGENCY.]

LORD KITCHENER REVIEWS THE SITUATION.

"A TRIUMPHANT END" IN VIEW.

LONDON, January 6th.
6.30 p.m.

The House of Lords re-opened to-day.

Lord Kitchener, Secretary of State for War, in the course of a speech, paid a glowing tribute to General Sir Louis Botha, and said the situation in South Africa had undergone a most welcome change. Sir Louis Botha had handled the situation in a masterly manner, and had stamped out the rebellion. The result gave them great confidence in the success of any future operations Sir Louis Botha might undertake.

Reviewing the last six weeks' fighting, he said the Allies had progressed at various points, but the tide of battle had ebbed and flowed with varying success. The French Army had made noteworthy progress east of Rheims and in southern Alsace. Despite the transfer of Germans to the eastern front, they had left sufficient strength to hold the trenches in the West. German aspirations in Poland had sustained a severe check, and they had evidently realised the infinite difficulty of winter operations.

The extraordinary achievements of the gallant Serbian Army and the Russian victory in the Caucasus would have far-reaching influence on the Turkish operations. The much-talked of advance of the Turks on Egypt had up to the present failed to materialise.

His Lordship went to say that the German initial advantage—her numerical superiority in the field, and her extensive preparation for war—was certainly diminishing, while the Allies were daily increasing their resources both of men and material, and this would enable them to prosecute the war to a triumphant end. (Loud cheers.) Since Christmas, he was happy to be able to report, recruiting had much improved and had almost reached its former satisfactory level. There was every reason to anticipate fruitful results from the valuable Parliamentary recruiting campaign, which had already secured 216,000 offers of enlishment. The officers' *cadres* for the Expeditionary Force had been completed, and there was a considerable surplus of officers for training purposes. Indeed, since the beginning of the War 29,100 officers had been appointed.

He was glad to be in a position to announce that owing to the efforts made by the War Office they had succeeded in gradually overcoming the difficulties that had been experienced in connection with the equipment of the New Army, towards which he looked with every confidence.

Despite the terrible weather conditions, the training of the Canadian contingent was proceeding satisfactorily. The officers and men were imbued with a fine spirit of patriotism and were full of eagerness to get to the front, where, he was confident, they would worthily support their gallant comrades. (Loud cheers.)

Lord Curzon urged that the utmost number of men should be sent to the front with the least delay. He believed that considerably more than two millions would be needed, possibly nearer three millions. His lordship expressed the utmost satisfaction with recent events in Europe and paid a tribute to the Indian troops. He hoped their numbers were being maintained.

Lord Kitchener replied in the affirmative.

PRESS COMMENTS ON THE SPEECH.

The Press of all shades of opinion welcome Lord Kitchener's statement, which is described as being dominated by a note of sober confidence. There is, however, a general disposition to regret the paucity of detailed information, particularly in regard to the subject of recruiting. The articles in the newspapers lay especial stress upon the encouraging response which has been received to the call for officers—a response which disposes of the German argument that Great Britain would never be able to find sufficient leaders for her increased force.

The Press likewise pays a warm tribute to the work of the troops in the Colonies, which, it says, is no less praiseworthy than that performed by those troops who are fighting in Flanders.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIERCE GERMAN ATTACKS.

THE VOLUNTEER ITALIAN REGIMENT ENGAGED.

LONDON, January 6th.
5.25 p.m.

To-day's Paris *communiqué* says:—The Germans made two unsuccessful attacks along the Belgian dunes, and to the south-east of St. George's. Otherwise, there were only artillery duels to the Oise.

Our batteries along the Aisne and at a Rheims sector silenced the enemy's guns. We progressed 100 metres north-westward of Rheims.

A vigorous action developed in Argonne, enabling us to recapture 300 metres of trenches at Bois de-la-Gruric, where a slight bending-in had been previously reported.

Fierce German attacks at Bagatelle and Fontaine Madame were repulsed.

Near a ravine at Courte Chausse we mined and blew up 800 metres of German trenches, of which we occupied half.

Colonel Garibaldi, with an Italian Regiment (volunteers), made a vigorous charge at Courte Chausse into the breach made by the explosion, and captured 120 prisoners. The Colonel's brother, Constantine, was killed during the attack.

Bad weather continues from Argonne to the Vosges, with fog and mud. Though there have been lively artillery actions, we continued to gain ground at Bois-le-Pretre.

We maintained our gains in the Thann district, despite a violent cannonade both at Steinbach and on the trenches to the north-east and north-west of Steinbach. The enemy regained one of his old trenches on the flank adjoining the hill of which we retain the summit.

LONDON, January 7th.
2.00 a.m.

The evening *communiqué* issued at Paris reports:—A lievly cannoade occurred in the region of Zillebeke. Our positions were maintained in Argonne and we progressed slightly in Shirtzbach wood near Altkirch.

6.15 a.m.

The *Times* correspondent in Flanders states that three Zeppelins were reported on Wednesday morning to have been seen off the coast between Calais and Gravelines. German airmen repeatedly appeared over Dunkirk during the day. Possibly they were scouts covering the movements of airships, for they dropped only one bomb. Twice the intruders were driven off by the airmen of the Allies.

GENERAL.

RE-OPENING OF LONDON STOCK EXCHANGE.

Yesterday was the first day of the re-opening of the London Stock Exchange. A considerable amount of business was done, and, contrary to expectations, buyers were more numerous than sellers.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

"ALMOST ENTIRELY ANNIHILATED."

A RUSSIAN BAYONET ATTACK.

LONDON, January 8th.
11.10 p.m.

A Petrograd *communiqué* says: Our troops suddenly attacked Przasmysz in the region of Mlawa, and they almost entirely annihilated the enemy there with the bayonet. Some prisoners were taken.

There were only minor engagements on the other fronts.

Our progress was continued in Bukowina, where we occupied, after fighting, four towns, two of which lay along the most direct route to Transylvania.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SINKING OF THE "FORMIDABLE."

THE CASUALTY LIST.

LONDON, January 7th.

The Admiralty have issued a list giving the names of 517 men who were lost by the foundering of H.M.S. *Formidable*.

According to the German newspapers wireless information has been received that a submarine sank H.M.S. *Formidable*. Although pursued by British destroyers the submarine made good its escape.

[BRITISH FOREIGN OFFICE CABLE.]

BRITISH BOMBARDMENT OF DAR-ES-SALAAM.

British warships have bombarded Dar-es-Salaam, causing considerable damage to the town and completely disabling all enemy vessels in the harbour.

Fourteen Europeans and 20 natives were taken prisoners. The British casualties were one killed, and 12 wounded.

[Dar-es-Salaam is a seaport in German East Africa, the only place on the German coast with a well-sheltered harbour. A railway runs from this port to Ujiji, a distance of 743 miles.]

["DAILY PRESS" EXCLUSIVE TELEGRAMS.]

THE KIACHTA CONFERENCE.

PEKING, January 6th.

The Kiachta Conference has now become more amicable. The first six articles have been agreed to.

REVENUE OF KWANGTUNG.

PEKING, January 8th.

The Kwangtung Budget for the fourth year of the Republic estimates the revenue at $19,400,000.

YOUNG PORTUGUESE SENT TO PRISON.

STEALS A TIN OF CIGARETTES.

Antony Gutierrez, aged 22, described as a typist, of No. 11, Bello Buildings, was sentenced by Mr. J. R. Wood at the Magistracy yesterday to three months' hard labour for the larceny of a tin of Westminster cigarettes, valued at $1.50, the property of Kelly & Walsh, Limited.

Mr. J. T. Mead, of the complainant firm, said that a lot of pilfering had been going on of late. The defendant had been in the habit of regularly coming to the shop and asking foolish questions. A watch had been kept, and on the previous day Mr. May caught him in the act.

The defendant was convicted in 1910, when but 17 years of age, of larceny. The charges against him then were of entering No. 38, Robinson Road and stealing $50; entering No. 14, Upper Albany; and entering No. 4, Babington Path. He was then bound over to come up for judgment.

HONGKONG'S WATER SUPPLY.

The monthly water return, issued by the Water Authority, shows that the storage, in millions and decimals gallons, in the City and Hill district water works amounted to 660.88, which is considerably in excess of last year's figures, which at the end of December, 1913, stood at 509.10.

The consumption of water in the same district during December was 153.81 million gallons by an estimated population of 259,519, the average consumption per head per day being 19.1 gallons. In December, 1913, the consumption by an estimated population of 255,919 was 130.19 million gallons. In that month, however, there was only an intermittent supply by the rider mains in the rider main districts, whereas in the month under review there was a constant supply in all districts.

The Kowloon waterworks had a storage of 350.76 million gallons at the beginning of the year, an excess of more than 21 million gallons over the storage at the same time last year. During December 33.19 million gallons were consumed by an estimated population of 95,600, the average per head per day being 11.2 gallons. The average per head per day in December, 1913, was 10.9 gallons, the total consumption being 31.95 million gallons, by an estimated population of 93,800.

LATE TELEGRAMS.

[FROM SOUTHERN PAPERS.]

THE NAVAL FIGHT OFF THE FALKLANDS.

HOW THE GERMANS WERE SURPRISED.

RAKED FROM STEM TO STERN.

LONDON, December 27th.

Monte Video despatches received at New York describe the officers of Admiral Sturdee's squadron as being most gleeful at outwitting the German Intelligence Department in bringing two battle-cruisers to reinforce the remnants of Admiral Cradock's squadron without the enemy's knowledge.

The battle-cruisers, with the *Canopus*, *Carnarvon*, *Cornwall*, *Bristol* and *Glasgow*, arrived at Port Stanley on December 7th, and the battle-cruisers entered the landlocked bay and were hidden from view.

The Germans appeared on the morning of the 8th with the evident intention of surprising and seizing Port Stanley.

GERMANS TRAPPED.

They attacked the British squadron, which replied. The action was already furious and apparently evenly contested when the two battle-cruisers came tearing out of the narrow harbour entrance. The German Admiral, realising he was in a trap, signalled to his squadron to scatter, but it was too late, as already they were within range.

The *Scharnhorst* and *Gneisenau* immediately became targets for the battle-cruisers' salvoes, the smaller cruisers engaging other Germans.

The *Invincible*, which was leading, received the brunt of the German fire.

The *Scharnhorst* and *Gneisenau* fought desperately and got home several 8-in. broadsides on the *Invincible*, but they rattled harmlessly on the heavy armour. The *Scharnhorst* justified her reputation as the best target-practice ship of the Kaiser's navy. Her shells exploded in a few moments on the *Invincible's* decks. One wrecked a wardroom, but nobody was hurt.

GERMAN CRUISERS BATTERED.

Meanwhile, the salvoes of the 12-inch guns were methodically battering the German ships to pieces, raking them from stem to stern, and gaping holes appeared in their sides.

Flames began to leap from the upper parts of the *Scharnhorst* and *Gneisenau*, whose guns were gradually silenced, but there was no hint of surrender.

Admiral von Spee's flag was kept flying and was last seen on the *Scharnhorst* as she and the *Gneisenau* sank with their last guns blazing defiance.

"LEIPZIG" INCIDENT.

Meanwhile, the *Glasgow* was overtaking the *Leipzig*. At the end of two hours the *Leipzig* was afire, and as she was sinking she hauled down her colours and hoisted a white flag.

The *Glasgow* ran close alongside and lowered her boats, but as the latter started another gun was fired from the *Leipzig*, the shell exploding on the *Glasgow's* deck. A broadside from the *Glasgow* then sank the *Leipzig*.

The British officers regret this as the outcome of the heat of battle, as they are inclined to believe the *Leipzig's* last shot was accidental.

Most of the British casualties were aboard the *Glasgow*.

The other British cruisers later overhauled the *Nuernberg*, which refused to surrender and was speedily sent to the bottom. Her destruction proved the salvation of the *Dresden* and the *Prinz Eitel Friedrich*, as the Britishers stopped to save the *Nuernberg's* survivors.

Another account of the fight says the *Gneisenau* was without ammunition when she sank. Some officers stood at attention and the ship's glee club lined the after deck and sang the "Wacht am Rhein"; others were busy preparing to escape, as the captain had ordered every man for himself. Many of the *Gneisenau's* crew were rescued, including several officers. The Germans saved have been sent to England.

THE LAW OF LIBEL.

PROTECTION FOR NEWSPAPERS.

The *Straits Settlements Gazette* publishes the text of a Bill to be introduced shortly to amend the law of libel. The main objects and reasons are given as under:—

The main object of this Bill is to extend protection to newspaper reports of the proceedings of public meetings and of various public bodies. To reports of such meetings no privilege attaches at common law. Reports of judicial proceedings are alone privileged. Hence if a report of proceedings of a public meeting containing any defamatory statement of fact is printed in a newspaper, the proprietor has no defence to an action for damages unless he can prove the statement to be literally true. The fact that the report was fair and accurate will not avail him.

2.—This Bill puts such reports on the same footing as reports of judicial proceedings. In other words, the proprietor of a newspaper will only be liable in an action for libel for the publication in his newspaper of a fair and accurate report of the proceedings of a public meeting, if it is proved that he has acted maliciously in publishing the proceedings.

3.—By clause 13 absolute privilege or immunity in respect of defamation is given to members of the Legislative Council—A privilege which by the common law of England is enjoyed by the members of the two Houses of Parliament.

4.—All the other clauses are taken from Imperial Statutes which were passed with the view of putting the law relating to libel on a more satisfactory footing.

The *Temps* publishes a circular left in quarters by German officers which gives directions to avoid waste of ammunition and states as a reason therefor that German industry working at full pressure is unable to provide the army with munitions indefinitely.

WAR NEWS.

THE KAISER'S FEAR.

Order by the Kaiser to his Army found in East Prussia:—

"The hour of trial has come for you and for all Germany. You must put forth the utmost energy; otherwise Germany, the fair and free, will become an enslaved and humiliated province of Russia and France.

"Not a step backward in our own country. Remember that behind ruin awaits us. Forward only are happiness and success."

CHRISTMAS GIFTS FOR THE BRITISH TROOPS.

Princess Mary's Fund for providing Christmas gifts for the troops totalled on December 22nd, £153,000 sterling. The soldiers were very keenly anticipating merry-making. French military cooks were learning to make plum-pudding and Mr. Seymour Hicks had arranged to take a company of leading artistes to give a week's entertainments to the soldiers on the lines of communication.

GALLANT GARWHALIS.

The following from a responsible source has been communicated to the Viceroy by the Secretary of State:—

"In fighting on the 23rd November to 24th November it fell to the 39th Garwhal Rifles (1st Battalion) to make a final assault which owing to its well-considered and gallant character was entirely successful. The attack proceeded from trenches on the flank, which had remained in our possession, and the Garwhalis' task was to capture, successively, sections of a trench divided by traverses along 300 yards of the line. The operation was difficult, and complicated by the intense darkness. With dashing courage and initiative two young British officers of the Royal Engineers, and a well-known Frontier force regiment respectively, with a few Afridis of this regiment, preceded the Garwhalis against the first section, and by throwing bombs across the traverses cleared the way for the head of the 39th Garwhal Rifles (1st Battalion), the First Company of which soon cleared half a dozen sections, but was then at a standstill owing to a block being caused by the number of prisoners. The second company, brought round from the rear, jumped into the trenches beyond, and forced successively the remaining dozen traverses. Naik Darwan Singh Negi led repeated furious attacks in spite of the flanking fire from the German front, being first with the bayonet in the narrow trench or climbing the traverse to fire when he could not find out a way round. He was wounded by a bomb when three traverses remained to be captured, and again before the capture of the last two, but continued in the forefront of the attack till the last traverse had been taken and did not report his wounds till they were observed by the company commander when the ranks fell in the next morning."

BRITISH CAVALRY HORSES.

FRENCH ADMIRATION.

An officer in the British Horse Artillery has written from the front a letter of which the following extract will be of interest to lovers of horses:—

"Our horses compare most favourably with those of the French and also, I believe, those of the Germans, though I have not seen many of the latter. As you can imagine, it is only by daily thought and care that one keeps them fit and well. Quite frequently they are saddled up for every hour of daylight, and, of course, those which have lost flesh will gall in spite of every precaution, but I will undertake to say that not one has a gall bigger than a shilling, while no gall is worked on. The French horses show galls the like of which I never saw before, as big as your hand, and right down to the bone. We can gallop into and out of action any day we are wanted, and we must have averaged twenty-five miles a day for ten days or a fortnight lately, excluding one day's halt. The French always remark favourably on our horses when we pass. Many of these—say, 30 per cent.—would still do credit to a peace battery after doing a bit of work, and few, if any, are an eyesore even to the most fastidious eye.

AN ARMY OF EXPERTS.

"The men are quite excellent; utterly free from care or preoccupation even in the most ticklish positions. They seem to have a blind faith in their officers, and are well content to leave all the thinking and worrying to them. More than once they never had their feet or shirts really dry for two or three days on end, and few of them have changed their shirts and socks much; yet one never hears them 'grousing,' and they never say a word on the subject unless they are asked. In action and under fire they have been absolutely steady and regardless of shells, etc. The signallers, for instance, kneel to attention, and never turn their heads a fraction when shells burst close to them. There is no doubt that our army out here is one of real professionals and experts. The hard work they have had to put in since soldiering became a serious profession has had its effect, and the old reproach of the underworked and amateur British officer has been wiped out for good. I believe that French and Germans alike acknowledge the efficiency of the British Army."

NO MORE LOANS.

The President has sent a circular telegram to all the provinces, prohibiting the provincial authorities from borrowing foreign money. The telegram is summarised by the *Peking Daily News* as follows:—

"With proper and efficient management, each province can possess a sound financial system, and there will be no need to have recourse to foreign loans. The making of loans always shows that there is some defect in the financial management. From now on, no more foreign loans shall be contracted by the provinces, and all negotiations now going on in this connection shall cease at once."

SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

RECRUDESCENCE OF POPPY PLANTING.

We had hoped that, in terms of agreement with foreign Powers, the Chinese authorities were meeting with great success in effacing from their land the opium poppy. We fear, however, that in the Swatow and Kityang districts there is a very decided recrudescence of poppy planting. Two facts are clearly evident: the people (agricultural), knowing the value of the plant, are fearless as far as the authorities are concerned in the matter; they do not fear the transgressing of the strongly-worded enactments of the Republic against opium growing; and, on the other hand, it is too obvious that the officers of the Government show no capacity in dealing with the matter. On the launches that ply up and down on our inland rivers soldiers are always in evidence. They appear in their indigo uniforms—with rifle and bandolier well stocked with ammunition. As in the days of "Old China," they form small groups on the deck and enjoy card-playing to while away the dreary hours of travel. They inform the enquirer that they are *en route* for certain places in order to suppress opium growing and to punish defaulters. Yet the defaulters still grow opium with impunity. How is it? The soldiers take bribes and their superiors make no strict inquiries.

PIRACY ON THE RIVERS.

Official laxity is equally manifest in other matters. Our river routes which used to be considered immune from piracy are now absolutely insecure. Quite recently a steam launch travelling by night in the Han river, about Chaochow city, was denuded, report goes, of ten thousand dollars. In this case, it is reported that suspected persons have been arrested. On the Kityang river to the west the boating population are at their wits' end. Old mooring places are no longer safe. Boats tied close to the water bailiffs' office are pounced upon by robbers in the night and whatever is of value is taken away. The quality of official is surely of a very poor order and 'tis no wonder that people begin to doubt the efficiency of the Republic.

Blame for the present state of affairs is perhaps justly attached to the Canton officials, who are sanctioning and abetting the revival of old customs in their city which were sternly forbidden by the Peking Government.

THE TEMPORARY ARMY COMMISSIONS.

The Hongkong Volunteer Corps Orders announce that Sergt. Ben Fletcher Chapman, H.K.V.C., has been granted a commission as temporary 2nd Lieutenant, Royal Garrison Artillery.

The following members of the H.K.V.C. have been accepted for temporary Commissions in the New Service Battalions, for the period of the war:—Messrs. R. A. Stokes and R. W. D. Barney.

Sergeant A. Murdoch, H.K.V.C., has also been granted a temporary commission as Lieutenant in the New Service Battalions.

GARMENTS FOR TROOPS AND REFUGEES.

This week 171 garments have been sent by the women of Hongkong, Canton, Macao, and Swatow to Mrs. L. Hunt, Westmount, Folkestone Road, Dover, to be distributed amongst the families of soldiers and sailors at the front and Belgian Refugees.

Also 2 tins one containing 370 sterilized roller bandages and the other four-tailed bandages, which have kindly been made by the women of Macao. These bandages are being sent to Dr. Beavis, who has a field hospital in Belgium.

Most of the working parties having stopped now, Lady May would like it to be known that work done by individuals can still be sent to Government House, and St. Andrew's Vicarage, Kowloon. And when there are a sufficient number of articles ready, they will still be sent home through the courtesy of the shipping firms.

LOCAL SPORT.

CIVIL SERVICE *v.* HONGKONG C.C.

The following will represent the Hongkong Cricket Club against the Hongkong Civil Servants on the Club ground to-morrow play commencing at 2 p.m. sharp:—

Major Bowen, D. E. Donnelly, A. L. Gace, R. Kennedy, P. S. Leigh Bennett, M. M. Maas, E. J. R. Mitchell, S. S. Moore, Major Robertson, H. H. Tayler, and R. P. Thursfield.

The following will represent the Civil Service:—R. E. O. Bird, C. D. Martin, Hon. Mr. C. Severn, G. R. Sayer, F. J. de Rome, F. A. Biden, C. Sara, E. B. Reed, E. Sutton, R. C. Witchell, and A. B. Rouse.

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st JANUARY, 1915, will be made on presentation of Coupon No. 5 at any of the undermentioned Banks, viz.:—

HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
RUSSO-ASIATIC BANK.
BANQUE DE L'INDO-CHINE.
} At Tientsin, Shanghai or Hongkong.

YOKOHAMA SPECIE BANK, LTD.
BANQUE BELGE POUR L'ETRANGER.
} At Tientsin & Shanghai only.

The Interest, less Income Tax at 2s. and 1d. in the £, will be:

		s.	d.
ON £20 BONDS.			
Per Coupon (Gross)		12	0
Less Tax at 2/1d. in the	£	1	3
Nett amount payable		10	9

	£	s.	d.
ON £100 BONDS.			
Per Coupon (Gross)		3	0
Less Tax at 2/1d. in the	£	0	6
Nett amount payable		£2	13

	£	s.	d.
ON £500 BONDS.			
Per Coupon (Gross)		15	0
Less Tax at 2/1d. in the	£	1	11
Nett amount payable		£13	8

Payment will be made in Taels at the Demand Buying rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

SECOND DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Thirtieth day of October, 1914, at the Offices of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTON FITZJAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAURALDE, of 7/8, Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1914, at either of the following places:—

In London:—At the Transfer Office of the Company, No. 26, Austin Friars, London, E.C.

In China:—At the General Offices of the Company, Tientsin.

5 BONDS OF £500 EACH, NUMBERED

26 107 217 226 264

70 BONDS OF £100 EACH, NUMBERED

316	341	369	554	558	576
579	626	649	654	663	815
892	963	1004	1029	1073	1077
1103	1125	1174	1177	1205	1317
1353	1406	1428	1443	1447	1468
1541	1546	1566	1583	1668	1815
1863	1885	2011	2059	2167	2203
2241	2307	2371	2389	2412	2432
2593	2652	2772	2818	3025	3100
3100	3216	3227	3231	3307	3335
3402	3442	3446	3457	3458	3558
3582	3593	3619	3647		

725 BONDS OF £20 EACH, NUMBERED

3808	3885	3918	3924	3936	3977
4022	4070	4100	4102	4175	4370
4414	4421	4444	4474	4489	4591
4661	4707	4764	4806	4885	5042
5068	5118	5119	5136	5141	5167
5221	5267	5301	5327	5341	5413
5597	5636	5751	5784	5823	5824
5852	5912	5923	5978	6008	6019
6045	6061	6074	6109	6161	6177
6356	6401	6488	6521	6556	6655
[illegible]	6702	6735	6764	6360	6888
	6934	6955	7036	7158	7184
[illegible]	7258	7296	7298	7445	7483
7[illegible]	7604	7634	7643	7657	7723
7[illegible]	7879	7946	8009	8037	8112
8195	8235	8274	8314	8469	8509
8671	8680	8696	8741	8758	8783
8815	8819	8867	8948	9080	9094
9109	9170	9199	9208	9223	9232
9207	9366	9451	9483	9521	9523
9607	9627	9641	9762	9776	9795
9867	9947	10025	10052	10145	10192
10199	10234	10241	10267	10296	10302
10388	10470	10499	10524	10637	10660
10681	10765	10814	10841	10868	10906
11013	11081	11090	11163	11271	11301
11366	11383	11508	11531	11548	11596
11642	11683	11737	11749	11783	11800
11860	11923	11939	11950	11975	11989
12013	12016	12031	12050	12162	12164
12180	12251	12257	12270	12339	12471
12564	12616	12702	12809	13137	13258
13454	13485	13489	13495	13497	13505
13620	13571	13589	13616	13749	13755
13774	13797	13823	13837	13841	13864
13903	13995	14005	14105	14114	14173
14204	14214	14332	14334	14352	14522
14615	14693	14701	14750	14758	14799
14846	14891	14945	14985	15043	15187
15246	15255	15575	15592	15620	15722
15747	15846	15860	15899	15919	15962
15972	16104	16113	16208	16301	16343
16373	16447	16513	16524	16536	16551
16586	16669	16758	16767	16801	16828
16951	16962	16971	16973	16996	17140
17212	17224	17528	17574	17638	17673
17713	17736	17744	17755	17767	17798
17821	17853	18032	18104	18119	18174
18175	18187	18206	18237	18263	18326
18390	18419	18433	18654	18682	18694
18711	18747	18762	18812	18906	18935
19148	19157	19198	19259	19285	19347
19459	19480	19481	19550	19743	19788
19816	19899	19901	19941	19950	20157
20160	20176	20194	20201	20322	20325
20337	20405	20419	20480	20524	20529
20565	20609	20615	20624	20715	20716
20766	20825	20903	20922	21020	21172
21327	21356	21362	21447	21538	21577
21596	21680	21811	21879	21926	22036
22040	22237	22281	22348	22412	22495
22526	22572	22606	22736	22777	22790
22826	22844	22852	22889	22925	22989
23045	23071	23274	23310	23343	23350
23432	23478	23491	23503	23539	23583
23626	23661	23687	23739	23741	23763
23767	23773	23814	23821	23855	24042
24119	24161	24276	24310	24411	24430
24489	24543	24717	24805	24816	24828
24837	24869	24901	24917	24921	24960
25016	25027	25066	25075	25088	25106
25188	25194	25206	25235	25242	25268
25289	25331	25338	25449	25556	25560
25571	25644	25666	25670	25817	25818
25877	25913	26084	26093	26209	26220
26242	26398	26509	26585	26647	26662
26091	26756	26788	26827	26851	26964
26993	26996	27022	27066	27104	27147
27266	27271	27326	27354	27374	27393
27446	27464	27510	27561	27617	27624
27625	27642	27651	27672	27681	27692
27766	27858	27872	27902	27983	28027
28041	28043	28080	28265	28276	28372
28427	28507	28513	28588	28607	28683
28719	28783	28803	28804	28845	28915
28973	28998	29111	29122	29125	29214
29308	29367	29393	29463	29509	29758
29823	29891	29912	29937	29945	29955
29902	30147	30237	30311	30349	30482
30533	30548	30659	30666	30738	30742
30762	30780	30819	30841	30854	30921
30922	30924	30929	30946	31000	31024
31054	31059	31082	31103	31206	31218
31360	31397	31420	31017	31662	31696
31715	31802	31808	31824	31988	32007
32052	32061	32068	32225	32266	32302
32342	32392	32431	32465	32466	32478
32518	32739	32784	32800	32814	32924
33004	33020	33048	33067	33092	33104
33105	33142	33172	33263	33291	33399
33402	33455	33470	33490	33516	33613
33775	33840	33923	33937	34042	34050
34084	34107	34160	34191	34210	34239
34252	34267	34340	34402	34466	34479
34566	34590	34597	34633	34682	34852
34853	34877	34884	34890	34954	35032
35037	35084	35146	35236	35280	35347
35350	35431	35472	35496	35617	35701
35710	35815	35937	35979	35983	35986
36110	36138	36141	36153	36179	36371
36403	36413	36463	36465	36470	36522
36562	36574	36629	36685	36826	36831
36897	37040	37090	37124	37148	37162
37184	37267	37278	37302	37318	37377
37420	37459	37461	37532	37587	37601
37806	37859	37893	38020	38030	38088
38124	38198	38201	38257	38357	38391
38402	38454	38458	38499	38513	38655
38366	38697	38716	38731	38758	38778
38871	38906	38925	38945	39010	39046
39102	39151	39186	39318	39331	

The drawn Debentures, with Coupons Nos. 6 to 20 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.

Countersigned:—
J. W. P. JAURALDE,
Notary Public,
22, Austin Friars, London, E.C.,
30th October, 1914. [127

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[64

No Household
can be really happy if any of its members are ailing. Sound health in a family is a boon priceless beyond words, and without it, success and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given on this account to near and dear ones is, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine—safe to take and sure in their curative results. No home
Should Be Without
them. They exercise a beneficial effect upon the Liver, stomach, kidneys and bowels. They give speedy relief, and, in time, they remove, most of the ailments connected with these important organs. Attacks of biliousness, constipation, flatulence, headache, dyspepsia and other disorders of the digestive system are speedily dispelled by
BEECHAM'S PILLS.
There is yet another point that you should mark on the tablet of your memory. Beecham's Pills, in addition to their acknowledged value in kidney, liver, and stomach disorders, have a specially beneficial effect in such ailments as are peculiar to women, many of whom endure needless pain and ill-health through ignorance of this important fact.
Sold everywhere in boxes, price 9½d (36 pills) 1/1½ (56 pills) & 2/9 (168 pills).
70-3

REVIEWS.

The Secrets of the German War Office. By ARMGAARD KARL GRAVES. London: T. Werner Laurie.

In July, 1912, Dr. Graves, described as a well-built, dark-skinned, foreign-looking man, was convicted at Edinburgh of espionage, and was sentenced to eighteen months' imprisonment. A few months later, he was released and went to the United States; and questions in Parliament have failed to elicit the reasons for his release. It was while he was engaged in spying into Admiralty secrets at Rosyth, Cromarty and Glasgow that Dr. Graves was arrested, but it is quite evident from revelations in recent proceedings in a spy case in London that Dr. Graves was known to the British authorities in London and had been under observation for some time before his arrest. Apart from the fact that he perpetrates some mistakes in the story of his life—as regards his age, his Zulu servant (Kim), and the number of jurors composing a Scottish jury—mistakes that are all the more strange when committed by one of his professed training and past experience, he succeeds in writing an extraordinary book, one that gives some idea of the wholesale system of espionage practised by the German authorities, even by the Kaiser himself. According to Dr. Graves, it was he who carried the verbal message from the Kaiser to the captain of the *Panther* which prevented the outbreak of war over the Agadir incident in 1911; but the most remarkable portion of the book deals with a conference at one of the Kaiser's hunting lodges in the Taunus Hills in October, 1911. This conference of high German and Austrian officials was attended, he says, by "Lord ——— of England, *persona grata* with the Kaiser, and Mr. ———, M.P., of the British Admiralty." The latter, of course, is Mr. Winston Churchill, and at first we were inclined to believe the other was Lord Haldane; but since he is described subsequently as "not unlike a cannon or a bishop, a little ascetic-looking, and rather bald," obviously he was not Lord Haldane. The subject of the conference was an alliance between Great Britain, Germany and Austria, and we are told the result was to preserve the peace of the great European Powers during the Balkan War. One of Dr. Graves' first assignments was to obtain information in regard to the new docks and fortifications of the Straits Settlements, a matter upon which we do not offer any comment, and he was in Port Arthur just before the outbreak of hostilities between Japan and Russia, passing through Hongkong from Ceylon. If one bears in mind that diplomatic evasion is a necessary part of a spy's equipment, one can get a good deal of enjoyment out of this small book, and the later chapters dealing with the German army and navy are particularly interesting at this juncture, bearing in mind what the German army and navy have not accomplished.

The Secret of the Night. By GASTON LEROUX. London: Eveleigh Nash.

The author of "The Mystery of the Yellow Room" has contrived a skilful plot out of the machinations of the Nihilists to compass the assassination of General Trébassof and the efforts of his devoted wife and official Russia to baffle Nihilist ingenuity. No less a personage than the Tsar interests himself in defending the General, but the central figure of the story is Joseph Rouletabille, the youthful reporter of a Parisian journal, who succeeds in the most wonderful manner in straightening out the tangle when it seems to have got beyond the control of its creator. There is plenty of movement and excitement, and the author veils the *denouement* so cleverly that it is impossible to foretell what is going to happen. There is more than one thrill in most of the chapters, and the skill with which Rouletabille escapes from the Nihilists, after being tried and condemned to death, is worthy of our own inimitable Sherlock Holmes.

Chats on Photography: An Easy Guide for Beginners. By W. WALLINGTON. Illustrated. London: T. Werner Laurie.

In these days, when almost everybody has a camera, a handy guide, phrased in comprehensible terms, becomes a necessity for everyone who wishes to derive the greatest amount of enjoyment from his or her snapshotting. The fact that this guide has reached its third edition is evidence that it is appreciated, and we can recommend it unreservedly. Its author has set himself the task of providing the amateur with a friend "who will guide him along the simplest and pleasantest paths in the photographic forest, preventing him from tripping and falling into the many pitfalls that beset his way, and, having assisted him through his early struggles to a point where he can walk by himself, will leave him fired with the ambition to proceed further with his explorations. Formulæ have been introduced as sparingly as possible, so avoiding confusion; and those that have been of necessity included are old and tried friends." Everything that the amateur need know is included in this small and cheap treatise.

Futurist Fifteen: An Old Moore or Less Accurate Forecaste of Certain Events in the Year 1915. By BARRY PAIN. With twelve full-page drawings by Alfred Leete, and other illustrations. London: T. Werner Laurie.

Barry Pain never fails to be amusing, and in this broad extravaganza he is at his best. As a parody of our old friend "Old Moore," it leaves nothing to be desired and very little to the imagination. Needless to say, it is not meant to be taken seriously, so it is not necessary to suggest that the war can have any effect upon its many startling predictions. Golf players who find the local links more than "sporting" will read with interest the advertisement of The Magnetic Golf Course, Hanwell, which announces "Steel-cored balls and a magnetised fairway. Once on the green the ball holes itself. Wrong directions impossible. Come and improve your handicap." This links is more likely to become popular than the Custos Fiask, which has made people swear who never swore before. As a piece of innocent fooling this comic calendar, with its amusing illustrations, will raise a smile on the stiffest upper lip.

Bibliography of Oscar Wilde. By STUART MASON. With a Note by Robert Ross. Illustrated. London: T. Werner Laurie.

Mr. Ross, who, like ourselves, does not pretend to have read this book through, refers to it in his introduction as an "astonishing and ingenious compilation," and no words of ours could describe it better. It is possible to agree with this statement, too, without agreeing with Mr. Ross' subsequent remarks. He prophesied when Wilde died in 1900 that "his writings would in a few years' time excite wider interest than those of any of his contemporaries. Indeed, with the possible exception of Dickens and Byron, I doubt if any other author of the nineteenth century is better known over a more extensive geographical area. By an irony of circumstance the one production of Wilde's pen which never was accorded anything but abuse in the English Press has been the means of making his European reputation. I refer to *Salomé*, which became a European classic before Dr. Strauss had lent his wonderful art to make it, what Wilde actually called it, 'a piece of music.'" The contents of this ten years' compilation are divided into three parts—a list in alphabetical order of Wilde's contributions to periodical publications, etc.; his works issued in book form; and biographies, studies and the like. It is, indeed, a marvel of painstaking research, and if ever Wilde and his writings attain the vogue that Mr. Ross predicts this devoted work of Mr. Stuart Mason will be invaluable to connoisseurs. It will come as a revelation to those who have read only of Wilde's decline and fall that he was so industrious and that his influence was so widespread during his lifetime. The illustrations give added interest to the volume.

GERMAN DEMAND FOR RUBBER.

BRITISH CONTROL OF SUPPLIES.

The urgent demand for rubber for German military requirements may be gauged by the efforts that have been made to obtain it through devious channels. For a time, it is believed, some of these succeeded. British merchants unwittingly may have supplied rubber which ultimately reached the enemy, but curious facts as they came to light were reported by the firms to the British Government, and the German difficulties were increased.

The likelihood of any leakage to Germany has now been rendered highly improbable by the Government order prohibiting exports from this country. And every day the war continues the greater will Germany's need for rubber, as well as for petrol and copper, become. For instance, it is known that already there are no motor tires to be had in Brussels.

An outstanding fact to be remembered is that nearly all the plantation rubber available every year—about 70,000 tons—is produced within the British Empire and is controlled by British firms. There is a little grown in the Dutch East Indies and American houses control a few Eastern plantations. But the great bulk of the plantation rubber is brought to London, and in normal times large quantities are transhipped to Germany. Henceforth no supplies will be sent out of the country, except under a licence. Presumably large quantities will continue to be shipped to our Allies. Within the last three months the value of the rubber sent to Russia—largely, it is stated, for Army snow-boots—has been enormous, and France will be able to take all that she wants.

Of about 2,000 tons lying at Antwerp it is understood that only 100 tons remained when the Germans took possession of the port.

The prohibition of export means, among other things, that the representatives in London of American firms will not be able to fulfil their contracts. The United States herself requires large quantities of rubber, but there is reason to believe that rubber has been sent from this country to the United States and has been re-exported there to Germany *viâ* Italy or Holland.

Although merchants in the United States at present will not be able to receive supplies of plantation rubber through London, there will still be the plantation rubber available. Brazil annually exports about 40,000 tons, of which rather more than half comes to this country, and rather less than half goes to the United States. The latter country usually takes about a third of the world's supply, so should she receive the whole of the Brazilian production there would remain little for export to Europe.

Normally German liners share with British vessels the carriage of the rubber from Para; to-day there are only British ships to carry it. Any attempts to ship the rubber by different routes must immediately become known.

It would be well for people in the United States to realize that there is no occasion for them to suffer the slightest inconvenience through the decision to exercise a control over rubber which reaches this country. Possibly the United States Government will see its way to undertake that no supplies shall be re-exported, and in that case, no doubt, an exception to the rule would at once be made.

UNOFFICIAL.

Perhaps the wittiest newspaper placard which has been seen in the London streets since war began was the *Westminster Gazette's* recently. It was:—

BRITISH DEEDS OF VALOUR.
UNOFFICIAL.

There has been published no other comment quite so caustic as this on the reluctance of the Official Press Bureau to let the public hear the full story of the gallant deeds which we know that our men are doing from day to day.

VESSELS EXPECTED.

AMERICAN MAIL.

The P.M. str. *Manchuria* left Yokohama on the 30th December, via Manila for Hongkong. The mails have been transferred to the M.M. str. *Cordilerre*, which is scheduled to arrive at Hongkong on the 11th January.

FOOD PRICES IN HONGKONG.

PROCLAMATION.

Proclamations No. 14 of the 18th August, 1914, and No. 15 of the 22nd August, 1914, and No. 16 of the 11th September, 1914, are hereby cancelled and the following substituted therefor:—

No. 18.

[L.S.] FRANCIS HENRY MAY,
Governor.

By His Excellency Sir Francis Henry May, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same:

Whereas by sub-Clause 10 of Clause III. of the Order of Her late Majesty Queen Victoria-in-Council made on the 28th day of October, 1896, which was proclaimed in this Colony on the 5th day of August, 1914, it is enacted that the Governor may by proclamation prescribe the maximum price for which any article of food may be sold by retail and that any person who after such proclamation and until it shall have been revoked shall sell any article of food at a higher price than the prices so prescribed shall be deemed guilty of an offence against the said Order and shall on conviction thereof be liable to a fine not exceeding 50 dollars or to imprisonment for a term not exceeding three months:

Now therefore, I, Sir Francis Henry May, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, do hereby prescribe that the respective maximum prices for which the following articles of food may be sold by retail shall be as follows:—

SCHEDULE OF MAXIMUM RETAIL PRICES.

1.—*Flour*:—

(*a.*)—First Grade.		
per bag of 50lbs.		$4.50
per lb.		0.10
(*b.*)—Second Grade.		
per bag of 50lbs.		$4.00
per lb.		0.08
(*c.*)—Third Grade.		
per bag of 50lbs.		3.50
per lb.		0.07

2.—*Tinned Milk*:—

(*a.*)—Sweetened Condensed Milk, per 1lb. tin		0.30
(*b.*)—Unsweetened Condensed Milk, per 1lb. tin		0.25
(*c.*)—Sterilized Milk, per tin (18oz.)		0.25
(*d.*)— " " per 1 litre tin		0.35
(*e.*)—Eagle Brand, per 1lb. tin		0.33
(*f.*)—Skimmed Milk, per 1lb. tin		0.20

3.—*Sugar*:—

Cube (in 6lb. tins), per tin		1.00
Refined Crystallized, per lb.		0.12
Granulated, per lb.		0.12
Soft, No. 1 quality, per lb.		0.11
" No. 2 "		0.10

4.—*Frozen Meat*:—

The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. (Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.)

5.—*Market Produce*:—

BUTCHERS MEAT.

		Cts.
Beef Sirloin and Prime Cut—Moi Lung Pa	lb.	21
" Corned—Ham Ngau Yuk	"	21
" Roast—Shiu	"	21
" Breast—Ngau Lam	"	19
" Soup—T ng Yuk	"	16
" Steak—Ngau Yuk Pa	"	22
" " Sirloin—Ngau Lau	"	33
" Sausages—Ngau Chaung	"	26
Bullock's Brains—Ngau Know	per set	12
" Tongue, fresh—Ngau Li	each	50
" Tongue corned — Ham Ngau Li	"	60
" Head—Ngau Tau	"	$1.20
" Heart—Ngau Sum	lb.	14
" Hump, Salt—Ngau Kin	"	22
" Feet—Ngau Kark	each	12
" Kidneys—Ngau Yiu	"	12
" Tail—Ngau Mei	"	20
" Liver—Ngau Kon	lb.	13
" Tripe (undressed)—Ngau T	"	8
Calves' Head and Feet—Ngau-chai-tau-kark	set	$1.20
Mutton Chop—Yeung Pei Kwat	lb.	26
" Leg—Yeung Pei	"	26
" Shoulder—Yeung Shau	"	24
" Saddle	"	27
Pig's Chitlings—Chu Chong	"	27
" Brains—Chu Know	per set	24
" Feet—Chu Kark	lb.	14
" Fry—Chu Chak	"	16
" Head—Chu Tau	"	16
" Heart—Chu Sum	each	12
" Kidneys—Chu Yiu	"	18
" Liver—Chu Kon	lb.	30
Pork Chop—Chu Pai Kwat	"	26
" Leg—Chu Pei	"	30
" Fat or Lard—Chu Yau	"	20
Sheep's Head and Feet—Yeung Tau Kark	set	60
" Heart—Yeung Sum	each	8
" Kidneys—Yeung Yiu	"	12
" Liver—Yeung Con	lb.	27
Sucking Pigs, to order—Chu Chai	"	22
Suet, Beef—Sang Ngau Yau	"	22
" Mutton—Sang Yeung Yau	"	27
Veal—Ngau Chai Yuk	"	19
" Sausages — Ngau Chai Chaung	"	20
Lard—Chu Yau	"	22

POULTRY.

Chicken—Kai Chai	"	30
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	24
Doves—Pan Kau	"	18
Eggs, Hen—Kai Tan (cooking)	per doz.	24
Fowls, Canton—Kai	lb.	34
" Hainan—Ho Nam Kai	"	28
Geese—Ngo	"	24
Pigeons, Canton—Pak Kup	each	30
" Hoihow—Hoi How Pak Kup	"	25
Turkeys, Cock—Phor Kai Kung	lb.	65
" Hen—Phor Kai Na	"	45
Snipe—Sha Tsui	each	23
Garbel—Ka Yu	"	18

FISH.

		Cts.
Bream—Bin Yu	lb.	20
Canton Fresh Water Fish—Hoi Sin Yu	"	17
Carp—Li Yu	"	22
Catfish—Chik Yu	"	16
Codfish—Mun Yu	"	16
Crabs—Hai	"	34
Cuttle Fish—Muk Yu	"	18
Dab—Sa Mang Yu	"	14
Dace—Wong Mei Lup	"	16
Dog Fish—Tit Tu Sa	"	13
Eels, Conger—Hoi Maun	"	15
" Fresh water—Tam Sui Yu	"	30
" Yellow—Wong Sin	"	32
Frogs—Tien Kai	"	33
Garoupa—Sek Pan	"	45
Gudgeon—Pak Kup Yu	"	18
Herrings—Tso Pak	"	28
Halibut—Choung Kwan Kup	"	28
Labrus—Wong Fa Yu	"	20
Losch—Wu Yu	"	28
Lobsters—Lung Ha	"	30
Mackerel—Chi Yu	"	80
Monk Fish—Mong Yu	"	88
Mullet—Chai Yu	"	20
Oysters—Sang Ho	"	24
Parrot Fish—Kai Kung Yu	"	12
Perch—Tau Loo	"	44
Pike—Fa Paw Fong	"	18
Plaice—Pan Yu	"	14
Pomfret, Black—Hak Chong	"	28
Pomfret, White—Pak Chong	"	32
Prawns—Ming Ha	"	40
Ray—Pai Pa Sa	"	12
Rock Fish—Sek Kau Kung	"	18
Roach—Chun Yu	"	18
Salmon—Ma Yau	"	85
Shark—Sa Yu	"	9
Skate—Po Yu	"	10
Shrimps—Ha	"	24
Snapper—Lap Yu	"	81
Soles—Tat Sa Yu	"	38
Tench—Wan Yu	"	20
Turbot—Cho How Yu	"	28
Turtles, small, fresh water—Kirk Yu	"	64

FRUIT.

		Cts.
Almonds—Hang Pan	"	35
Apples (California)—Kam Sam Ping Kho	"	18
Bananas (bride's), Macao—Sau Heung Chiu	"	8
Carambola—Yeung To	"	10
Cocoanuts—Yeh Tse	each	12
Lemons, China—Ning Moong	lb.	6
" America — Kum San Ning Moong	"	10
Lichees, Dried (small stone)—Lai Chi Con	"	30
Oranges (Canton) — San-shing Tim Ching	"	5
Pears (Canton), Cooking—Sa Lay	"	10
Peanuts—Fa Sang	"	10
Persimmons, Large—Hung Tse	"	8
Plantain—Tai Cheu	"	5
Pumelo, Siam—Chim Lo Yau	each	15
Walnuts—Hop To	lb.	15
Grapes—Po Tai Tsz	"	30

VEGETABLES, ETC.

		Cts.
Beans, Sprout—Ah Choi	"	8
" Long—Tau Kok	"	10
Beet Root—Hung Choi Tau	each	8
Bitter Squash—Fu Kwa	"	8
Brinjals, Green—Ching Yuan Ka	"	8
" Red—Hung Ker	"	6
Cabbage, Chinese (common)—Kai Choy	"	10
Cabbage, Shanghai—Yeh Choy	"	14
Cane Shoots, bunch—Kau Shun	lb.	8
Carrots—Kam Shun	"	12
Celery, Chinese—Tong Kan Choi	"	12
Chillies, Dried—Con Lat Chiu	"	30
" Red—Hung Fa Chiu	"	18
" Green—Ching Lat Chiu	"	12
Curry Stuff, English—Kar Loe Chu Liu	"	10
Cucumbers—Ching Kwa	"	8
Garlic—Suen Tau	"	8
Ginger, Young—Sun Tse Koung	"	6
" Old—Lo Koung	"	8
Horseradish, Shanghai—Lik Kar	"	15
Indian Corn—Suk Mai	each	5
Lettuce—Yeung Sang Choi	"	1
Water Chestnuts—Ma Tai	lb.	6
" Mandarin—Kwai Lum Ma Tai	"	8
Mushrooms, Fresh—Sang Cho Koo	"	35
Okroes	"	12
Onions, Bombay—Yeung Chong Tau	"	8
" Green—Sang Chong	"	6
" Shanghai — Sheung-hoi Chong Tau	"	6
Parsley—Kun Tsoi	"	8
Potato, Sweet—Fan Shu	"	8
" Japanese—Yut Poon Shu Tsai	"	8
" American—Fa Ki Shu Tsai	"	8
Pumpkin—Tong Kwa	"	3
Radish—Hung Lo Pak Tsai	"	5
Rhubarb (Fresh)—Tai Wong	"	12
Shallots—Con Chung Tau	"	8
Spinach—Yin Tsoi	"	5
Tomatoes—Fan Ke	"	8
Taros—Wu Tau	"	6
Turnips, Punti (Long)—Lo Pak	"	5
Vegetable Marrow—Chit Kwa	"	4
Water Cross—Sai Penug Tsoi	"	15
" Lily Root—Lin Ngau	"	6
Yams—Tai Shu	"	6

6.—The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.

NOTE.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding $2 in value (excepting the articles enumerated in clause 5) shall if made in subsidiary coin be subject to an additional charge of 7 per cent.

7.—Cooking Salt, 2 cents per lb.

Given under my hand and the Public Seal of the Colony at Victoria, Hongkong, this 30th day of October, 1914.

By Command,
CLAUD SEVERN,
Colonial Secretary.

GOD SAVE THE KING.

PRINTING
Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.
THE "HONGKONG DAILY PRESS" PRINTING WORKS.
Turn out the Best Printing at Reasonable Rates.

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Pumps Empty Dock in 2-3/4 hours.

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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

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REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	Second half of Dec.	JAPAN	First half of Jan.
TJIKEMBANG	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJIKINI ...	SHANGHAI	First half of Jan.	JAVA	First half of Jan.
TJITAROEM	——	——	JAPAN	First half of Jan.
TJIMANOEK	JAVA	Second half of Jan.	SHANGHAI	Second half of Jan.
TJIBODAS...	JAVA	Second half of Jan.	JAPAN	First half of Feb.
TJILIWONG	JAVA	First half of Feb.	JAPAN	Second half of Feb.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 16th December, 1914. |8

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Sails Hongkong for Australia.
"CHANGSHA"	12th January.	15th January.
"TAIYUAN"	16th February.	21st February.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
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BUTTERFIELD & SWIRE,
Hongkong, 8th January, 1915. TELEPHONE No. 36. AGENTS. |142

THOS. COOK & SON.

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Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
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TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 3rd July, 1914. |135

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA,"

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery from the Company's Godown at West Point. Cargo will be landed immediately at Consignees' risk.

Cargo remaining on board THURSDAY, 8th Jan., at 5 P.M. will be subject to landing charges, and if undelivered MONDAY, 11th Jan., at 5 P.M., will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown at West Point 9th Jan. at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 5th Jan., otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 5th January, 1915. |18

CHAPOTEAUT'S
MORRHUOL

Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

THE GERMAN "MASTER SPY."

AMAZING REVELATIONS.

ALLEGED AGENT IN LONDON.

Remarkable revelations were made at the Old Bailey recently, when the trial began, before Mr. Justice Coleridge, of Karl Gustav Ernst, hairdresser, of Caledonian-road, N., on charges of espionage.

Mr. Bodkin, opening the case, said Ernst had been in almost daily communication with Steinhauer, the German "master spy" at Potsdam. Ernst was regarded as a highly respectable member of society. As he happened to have been born in London, he was a British-born subject; but he was of German descent and had married a German woman. In 1911 officials of the Post Office received orders to pay particular attention to his correspondence, and letters were opened. Letters addressed to Potsdam in the name of Reimers were dealt with in the same way, as also were letters received by Ernst at Caledonian-road, and re-posted to apparently English people. One of these was a letter addressed to F. Ireland, serving on H.M.S. *Foxhound*.

FIRST MAN ARRESTED.

Nothing was done to Ernst until war was declared. Then he was practically the first man who was put under lock and key. He drew up a petition to the Home Secretary, in which he strongly raised the question that he was a British subject. He was a British subject, and it was determined that he should be detained as an alien no longer. He was thereupon charged with the offence with which they were now dealing.

In this petition to the Home Secretary he stated: "I was born in Hoxton, in the Parish of Shoreditch. I have not been away for a holiday for years, and if I am sent to Germany they will surely arrest me there as an English spy, and I shall be out of the frying-pan into the fire."

Counsel said he was used by Steinhauer as a forwarding agent, and received payment of £1 a month and all his expenses; later he received 30s. a month and all his expenses, and also 100 marks, or a £5 note, from time to time. Envelopes addressed to him either as Ernst or Walter were sent from Potsdam and other places in Germany by Steinhauer. In these envelopes would be letters, sometimes addressed and sometimes not addressed. Those not addressed prisoner would have to address, and each in all probability would be stamped with English stamps. These envelopes were posted in different parts of London. Among those about whom Steinhauer was writing was a person named Kruger, and there was evidence that Ireland was really a nephew of Kruger's.

Five letters were connected with Ireland, and with one exception he was indicated as "K" or "Kr." Mr. Bodkin read the following letter which was addressed to prisoner from Potsdam on December 6th, 1911:—

"Dear Mr. Ernst,—Please go to the following gentleman, Mr. W. Kronauer, Manor-road, West Hampstead, and hand to him quietly the enclosed letter without address. K. is a colleague of yours. I do not know whether you know him.

If not, then don't make yourself known. Perhaps you can have yourself shaved. Then give him the letter, or place it for him in the letter rack, but he must take it himself without witness. The second letter for Kruger please just post. With best greetings, Steinhauer."

Another letter ran: "Send me, if you please, 50 envelopes of each sample which you have sent me."

A LETTER IN "GOOD ENGLISH."

The ordinary person writing letters from abroad to people in England would have to use foreign notepaper. So prisoner was employed to buy English envelopes and send them to Steinhauer. The letter continued: "Then write me a letter if you please, in good English, as a specimen letter in which an English customer asks you to receive his letters for him to be forwarded to the Continent Post Restante, Switzerland, Brussels, etc. Best wishes, yours, St."

Enclosed in that letter were two letters, one addressed "Fred Ireland, Mess 2, H.M.S. *Foxhound*, care of General Post Office," and the second one to a man bearing a German name at Castletown, Portland Harbour. The letter to Ireland was subsequently re-posted and delivered to the ship by the Post Office, but there the authorities intercepted it and sent it back to the Admiralty. Ireland was arrested and after a time discharged from the Navy. No proceedings were taken against him, for it would have become known that the letters were being opened, and then some more ingenious scheme would have been adopted.

The next letter quoted by Mr. Bodkin was postmarked Potsdam, February 23rd, 1912, and addressed to Mr. J. Walters, care of C. Ernst. It contained the following passages:—

"Please make inquiries and ascertain whether a Mr. R. Ronald lives at 9, Maiden-lane, and what he is and does. . . . Should you have opportunity to speak with him (Kr.), then ask him at the same time respecting a certain Schmidt whom he once mentioned to me and recommended, but Kr. must be cautioned and especially show no address. That is to say, Mr. Ernst—(and here Mr. Bodkin commented that although the letter was addressed to Walters one occasionally dropped into the truth by accident)—only go there if you know there is no danger to you."

STEINHAUER IN LONDON.

Mr. Bodkin also read a letter, dated November 13th, 1911, containing the request to prisoner to inquire in regard to a certain person who was suspected of having connection with the Intelligence Department. At Christmas, 1911, Steinhauer paid a visit to prisoner at his shop and had a long chat.

The following was quoted from another letter, which had been sent by Steinhauer to the prisoner:—

"Will you please have the goodness to at once make inquiries with regard to Mr. ——, who lives at an address in Hyde Park; what he is, what sort of business he carries on, and whether he is any kind of English official or connected with the English Government."

At the close of the case for the prosecution the prisoner went into the witness-box and gave evidence. He said he never himself attempted to procure, nor asked anyone to procure, or give information about His Majesty's ships.

In cross-examination by Mr. Bodkin, the prisoner said he could not remember the exact date when he began to act with Steinhauer, but it was in the latter part of 1910. Asked how many letters he addressed to Berlin to Steinhauer, he said he could not say—probably 200. He received about 200 letters from Steinhauer.

The prisoner admitted that he had posted letters to a man named Parrott, who was a gunner in the Navy living at Sheerness, and also to a man named Graves, and to a man named Gould. He had also posted letters to officers on his Majesty's ships. It did not dawn on him that he was selling his country—he did not take it that way.

In summing-up, Mr. Justice Coleridge said the jury must not allow any prejudice to influence them in the consideration of the case. We were at war, but he hoped that it would always be said of English juries that they preserved their calmness even in times of national crisis.

The jury without leaving the box found the prisoner guilty.

Mr. Justice Coleridge, in passing sentence, said—"Karl Gustav Ernst, you are a mean, mercenary spy, ready to betray your country to the enemy for money, equally ready, I dare say, to betray Germany to us for an increased reward. With such a man I can have no sympathy. You will go to penal servitude for seven years."

WAR VALUE OF ZEPPELINS.

MENACED BY AEROPLANES.

[BY THE "PALL MALL GAZETTE" AERONAUTICAL CORRESPONDENT.]

It is difficult to avoid coming to the conclusion that Germany is finding her airships rather more trouble than they are worth, and although it will be unwise to make a final judgment until the Zeppelins are more seriously tried than they have been, it is not too early to point out the weaknesses exhibited by airships now for the first time face to face with serious campaigning.

"One of the lessons learned in the present war is the unexpected capability of the aeroplane. The situation now is that Germany's Zeppelins must keep to their sheds all the while there is the slightest chance of encountering aeroplanes of the Allies, and even in their sheds they are not secure from attack. Zeppelins have not dared to take part in the great coast battle, notwithstanding that Germany has been straining every nerve to force a conclusion in that struggle. If German boasts were justified the Zeppelins ought to have made short work of our monitors.

"DUMMY GUNS."

Their absence from the coast battle, although significant, is not surprising. The impossibility of using Zeppelins under such circumstances has been clearly foretold in previous articles in the *P.M.G.*, in which it has been explained that airships can safely operate only at night if hostile aeroplanes may be encountered. It is perfectly evident that the problem of top armament has not been completely solved, and until it has been no real progress can be made. There is reason to believe that, at any rate, some of the guns on top of the Zeppelins are dummies.

The Zeppelin pack is being held in leash for a night attack on our fleet, or on our cities and ports. But not only are they compelled to wait for darkness, they are also badly circumscribed in the matter of the weather.

The Germans are left to boast extravagantly of the terrible work that will be done presently, when the fifty new Zeppelins are ready. It is likely enough that many Germans sincerely believe that a great fleet of airships can be prepared, and is being prepared, in spite of its manifest impossibility. Apparently, some English people also sincerely believe this absurdity.

OPPORTUNITIES VANISHING.

This is by no means admitting that with luck and enterprise two or three Zeppelins may not come across the sea and effect some damage; but with every week that passes it becomes more doubtful whether the utmost they can do is worth the trouble and the cost. Their chance of catching either the Grand Fleet or any of our ports and cities unprepared has now practically vanished. To that extent the Zeppelins have failed to make good.

THE THREE CRUISERS.

There is not on record a single undoubted instance of an airship of any sort doing more than the most trivial damage. As to reconnaisance, it is true our own small airships did service during the shipment of the Expeditionary Force; and it is said that a German airship located the three British cruisers and gave information, resulting in the successful submarine attack.

But it is probable that aeroplanes could have done this work equally well, and it is certain that they could have done it in weather in which airships could not have ventured out. All of which goes to show that present-day airships are at the best only to be regarded as the prototypes of some efficient war type of the future.

By next Spring, if all goes well with her plans, Germany may have as many as eight or ten Zeppelins, including two or three old craft, and as many Parseval and Gross airships. Even this prospect is not in the least alarming. At Antwerp most, if not all, the casualties were caused, not by airship bombs, but by returning shells fired by the Belgians into the sky.

Without relaxing our vigilance in the slightest degree, for it is possible that the Germans may have something up their sleeves, and it is practically certain that an airship raid will be attempted if only as a despairing effort and in order to do the best possible with the material at hand, it is quite reasonable now to ask whether the airships of to-day are of any real use in war.

WEATHER REPORT.

On the 7th at 10.55 a.m.—The anti-cyclone has weakened considerably and moved eastward It is now central over the Sea of Japan.

The depression in the Pacific has deepened. It has probably become a typhoon. At 6 a.m. this morning the centre was in about latitude 25 deg. N. and longitude 130 deg. E., travelling north-eastward.

Pressure has increased slightly over Tongking,—but decreased slightly along the south coast of China, over the Philippines and Annam.

Moderate N. winds may be expected along the east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	N.E. winds, moderate; fine.
Formosa Channel	North winds, strong.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

7TH JANUARY, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock ...	7 a.	—	—	—	—	0	—
Nemuro	6 a.	30.18	—	—	NW	6	—
Hakodate	"	30.30	—	—	NE	1	—
Tokio	"	30.23	—	—	NW	1	—
Kochi	"	30.07	—	—	W	1	—
Nagasaki	"	29.97	—	—	—	0	—
Kagoshima ...	"	30.08	—	—	E	2	—
Oshima	"	29.85	—	—	—	0	—
Naha	"	29.83	—	—	N	3	—
Ishi'jima	"	29.88	—	—	N	1	—
Bonin Is.	"	30.10	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	30 03	34	79	WSW	0	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.43	38	—	WNW	3	odq
Gutslaff	"	30.06	43	—	NW	5	orm
Sharp Peak ...	7 a.	30.04	53	—	NNW	1	b
Amoy	6 a.	30.04	59	82	WNW	2	b
Swatow	"	30.11	59	82	NNW	2	o
Taihoku	5 a.	30.04	—	—	W	6	—
Taichu	"	30 06	—	—	N	4	—
Tainan	"	30.05	—	—	N	6	—
Koshun	"	—	—	—	—	—	—
Pescadores ...	"	30.07	—	—	N	6	—
Canton	6 a.	30.19	52	86	N	2	o
Hongkong ...	"	30.13	59	84	—	0	b
Gap Rock	"	30.11	—	—	N	6	o
Macao	"	30.08	57	—	N	1	of
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	30.17	59	—	NE	4	o
Tourane.....	"	30.07	70	—	SSE	2	o
Cape St. James	"	29.95	75	—	NNE	2	o
Aparri	"	29.97	74	—	NW	2	o
Manila	"	29 96	71	—	—	0	o
Legaspi	"	29.96	67	—	—	0	b
Iloilo	9 a.	29.99	82	—	NE	1	c
Bacolod	"	—	—	—	N	1	b
Cebu	"	29.97	85	—	E	1	b
Labuan	"	—	—	—	—	—	—

T. F. CLAXTON, *Director*.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w calm.

7 RAIN in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.11	30.13	30.08
Temperature ...	63	59	64
Humidity.....	69	84	59
Wind Direction ..	East	—	WNW
" Force	3	0	2
Weather	c	b	c
Rain	—	—	—

Highest open air Temperature on 6th .. 68
Lowest open air Temperature on 6th 61

HONGKONG TIDE TABLE.

From 8th to 14th January, 1915.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	Height	LOW WATER H'kong. Mean Time	Height
		h. m	ft. in.	h. m	ft. in.
Fri.	8	m 1 24	6 2	m 8 32	2 1
		2 56 a	5 0	8 8 a	3 5
Satur.	9	m 2 45	5 5	m 9 16	2 6
		3 46 a	5 6	10 28	3 2
Sun.	10	m 4 22	4 8	m 9 59	3 0
		4 37 a	6 2		
Mon.	11	m 6 0	4 4	m 0 8	2 5
		5 27 a	6 7	m 10 42	3 3
Tues.	12	m 7 3	4 2	m 1 1	1 7
		6 16 a	7 3	m 1 26	3 5
Wed.	13	m 8 48	4 1	m 2 8	1 0
		7 5 a	7 7	0 12 a	3 7
Thurs.	14	m 9 51	4 1	m 2 54	0 6
		7 55 a	8 1	1 0	3 1

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CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
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INSIST ON HAVING THERAPION. [109

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SHIPPING

ARRIVALS.

BENALDER, British str., 1,959, J. Mason, 7th January—London 16th November, General.—Gibb, Livingston & Co.

CHILDAR, Norwegian str., 1,102, Niels Hjorth, 7th January—Bangkok and Swatow 6th January, Rice.—Thoreson & Co.

CHOSEN MARU, Japanese str., 1,952, Nemoto, 6th January—Moji 31st December, Coal.—Osaka Shosen Kaisha.

DAIJIN MARU, Japanese str., 900, K. Murakami, 7th January—Swatow 6th January, General.—Osaka Shosen Kaisha.

KUTSANG, British str., 3,201, R. D. C. Bradley, 7th January—Moji 3rd January, General.—Jardine, Matheson & Co.

LOKSANG, British str., 978, D. W. Ritchie, 7th January—Haiphong 4th January, Rice.—Jardine, Matheson & Co.

PAU YEN, French str., 1,264, Varaine, 7th January—Saigon 1st January, Rice.—Bradley & Co.

PYRRUS, British str., 4,818, G. Rodway, 6th January—Singapore 1st January, General.—Butterfield & Swire.

VARG, Norwegian str., 873, J. Jobsen, 7th January—Hoihow 28th January, Rice. —Chinese.

SHIPPING REPORT.

The British str. *Kutsang* reports: Strong monsoon, fine dull weather.

PASSENGERS.

ARRIVED.

Per *Kutsang*, from Moji, Mr. King.
Per *Varg*, from Hoihow, Mrs. Holser.
Per *Daijin Maru*, from Swatow, Mr. E. R. Hughes and Mrs. Hughes.
Per *Childar*, from Bangkok, etc., Mrs. Rossetti, Mr. Stusso and Mr. Bevington.

SHIPPING IN PORT

STEAMERS

ALBIANA, British str., 2,900, W. Dunbar, 1st January — Chingwantao 25th December, Coal.—Dodwell & Co.

ANPING, Chinese str., 1,156, Paramore, 4th January—Shanghai 1st January, General.—Chinese.

BOYARIN, Russian str., 919, Bording, 29th December—Wakamatsu 23rd December, Coal.—Mitsui Bussan Kaisha.

CHSIAN MARU, Japanese str., 1,782, M. Oka, 31st December—Haiphong 29th December, Rice.—Order.

CHIHLI, British str., 1,357, Lloyd, 6th January—Bangkok 29th December, Rice.—Butterfield & Swire.

CHINA, American str., 3,186, H. Thompson, 5th January — San Francisco 5th December, General.—Pacific Mail S.S. Co.

CHINGCHOW, British str., 1,195, J. Doyle, 29th December—Kwang Yen 23th December, Lime Stone. — Shewan, Tomes & Co.

CHUNSANG, British str., 1,717, C. J. Mattock, 5th January—Sandakan 30th December, General.—Jardine, Matheson & Co.

DAINICHI MARU, Japanese str., 1,923, Sudzuki, 5th January—Moji 29th January, Coal.—Mitsu Bishi Goshi Kwaisha.

ESANG, British str., 1,127, Baker, 4th January—Tientsin 27th December, General.—Jardine, Matheson & Co.

FEICHING, Chinese str., 979, A. Bains, 5th January—Shanghai 1st January, General.—Chinese.

FUKURA MARU, Japanese str., 3,178, Y. Goto, 29th December—Moji 22nd December, Coal.—Mitsu Bishi Goshi Kaisha.

HIKOSAN MARU, Japanese str., 2,275, S. Suzuki, 5th January—Miike 30th December, Coal. — Mitsui Bussan Kaisha.

HENOA MARU, Japanese str., 1,959, Toyama, 4th January—Miike 29th December, Coal.—Mitsui Bussan Kaisha.

HSINCHANG, Chinese str., 1,268, D. D. Ross, 2nd January—Tientsin 28th December, General.—Chinese.

KALGAN, British str., 1,228, Lavers, 5th January—Shanghai 1st January, General.—Butterfield & Swire.

KOMAGATA MARU, Japanese str., 1,919, T. Yamamoto, 5th January—Hongay 2nd January, Coal.—Dodwell & Co.

MACKINAW, American str., W. H. Kachs, 3rd January—Shanghai 29th December, Peanuts.—Robert Dollar & Co.

MAUSANG, British str., 1,644, R. A. Matthews, 30th December—Sandakan 24th December, General.—Jardine, Matheson & Co.

MIYO MARU, Japanese str., 920, H. Tachibana, 4th January—Dairen 28th December, Beans.—Osaka Shosen Kaisha.

NICHIYO MARU, Japanese str., 3,386, T. Sone, 5th January—Saigon 29th December, Rice and Flour.—Mitsui Bussan Kaisha.

PHEUMPENH, British str., 1,016, Bird, 5th January—Saigon 30th December, Rice. —Chinese.

SABINE RICKMERS, Dutch str., 573, J. Schmerman, 4th January—Swatow 3rd January, Ballast.—Asiatic Petroleum & Co.

SHAOHSING, British str., 1,307, Tuebben, 5th January—Shanghai 1st January, General.—Butterfield & Swire.

TAIYO MARU, Japanese str., 1,953, Fumoto, 6th January—Moji 30th December, Coal.—Mitsui Bussan Kaisah.

TAMBA MARU, Japanese str., 6,133, S. Nagasue, 3rd January — Shanghai 31st December, General. — Nippon Yusen Kaisha.

TAMON MARU, Japanese str., 2,324, Nomura, 5th January — Moji 29th December, Coal.—Order.

TJILEMBANG, Dutch str., 1,337, N. V. Wych, Juriassanse, 1st January—Java 25th December, General. — Java-China-Japan Lijn.

TOMASHIMA MARU, Japanese str., Tanaka, 1st January—Dairen 26th December, Beans.—Order.

WINGSANG, British str., 1,517, J. H. Lishman, 6th January—Manila 2nd January, General.—Jardine, Matheson & Co.

YANGTSZE, British str., 6,417, Andrews, 2nd January—Yokohama 26th December, General.—Butterfield & Swire.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	SPACE	CAPTAIN	W.O.I. FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham,	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 20th inst., at 10 A.M.
LONDON	RADNORSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 21st inst.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at 10 A.M.
MARSEILLES VIA PORTS	DUMBEA	Fren. str.	—	Dorsi	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	Nagasage	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND, &c	GLENGYLE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 16th inst.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 23th inst., at 3 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 19th Feb., at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 13th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 19th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 26th inst., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	To-morrow.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	F. C. Gambrill	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS	ALDENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & Co.	On 29th inst., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KATHIAWAR	Brit. str.	—		THE BANK LINE, LIMITED	On 29th inst.
JAPAN	TSIFANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th inst. at 11 A.M.
NAGASAKI & KOBE	TSUSHIMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 13th inst.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 14th inst., at 5 P.M.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	K. E. Tuebben	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 10th inst. at D'light.
SHANGHAI	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD.	On 10th inst., at D'light.
SHANGHAI VIA SWATOW	CEYLON MARU	Jap. str.	—	Naguchi	NIPPON YUSEN KAISHA	On 11th inst.
SHANGHAI & KOBE	ESANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., LD.	On 12th inst., at D'light.
SHANGHAI	KANCHOW	Brit. str.	1 m.	E. H. Laver	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI	NUBIA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 17th inst.
SHANGHAI	MAGELLAN	Fren. str.	—		MESSAGERIES MARITIMES	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	ORISSA	Brit. str.	—	Refuen, R.N.R.	DAVID SASSOON & Co., LD.	On 19th inst.
SHANGHAI, VLADIVOSTOCC, KOBE & MOJI	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 20th Feb.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TJIKEMBANG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.
SHANGHAI	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 20th inst., at 8 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 11th inst., at Noon.
FOOCHOW VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 10th inst., at 10 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	SAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	To-morrow, at 3 P.M.
SWATOW, AMOY & FOOCHOW	SAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	On 10th inst., at 10 A.M.
SWATOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 11th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 15th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	TUENSANG	Brit. str.	—	Tough	JARDINE, MATHESON & Co., LD.	On 11th inst., at 3 P.M.
MANILA	CHINHUA	Brit. str.	1 m.	E. Findlayson	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 16th inst., at 3 P.M.
MANILA	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
MANILA, CEBU & ILOILO	TJIKINI	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	IYO MARU	Jap. str.	—	Okamoto	NIPPON YUSEN KAISHA	On 16th inst.
BOMBAY VIA SINGAPORE & COLOMBO	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	End February.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 12th inst., at D'light.
SINGAPORE, PENANG & CALCUTTA	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.
SINGAPORE & SOURABAYA	SANUKI MARU	Jap. str.	—	Dato	NIPPON YUSEN KAISHA	On 15th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HOPSANG	Brit. str.	—	Robertson	JARDINE, MATHESON & Co., LD.	On 20th inst., at 2 P.M.
SINGAPORE & PENANG	MAUSANG	Brit. str.	—	R. A. Matthews	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD.	On 15th inst., at Noon.
SANDAKAN	SINGAN	Brit. str.	1 m.	Trowbridge	BUTTERFIELD & SWIRE	On 11th inst., at 10 A.M.
HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LD.	On 12th inst., at 8 A.M.
HOIHOW & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HOIHOW, PAKHOI & HAIPHONG						

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
‡ SANDAKAN	"MAUSANG"	Saturday, 9th Jan., Noon.
† SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 10th Jan., D'light.
* MANILA	"YUENSANG"	Monday, 11th Jan., 3 P.M.
† SHANGHAI	"ESANG"	Tuesday, 12th Jan., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 12th Jan., D'light.
HOIHOW & HAIPHONG	"LOKSANG"	Tuesday, 12th Jan., 8 A.M.
† SHANGHAI	"CHOYSANG"	Thursday, 14th Jan., Noon.
SINGAPORE & SOURABAYA	"CHUNSANG"	Thursday, 14th Jan., Noon.
‡ SANDAKAN	"HINSANG"	Friday, 15th Jan., Noon.
* MANILA	"LOONGSANG"	Saturday, 16th Jan., 3 P.M.
SINGAPORE & PENANG	"HOPSANG"	Wed'day, 20th Jan., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "ESANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe, (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning same direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, Tsain, Dalny, Wei-hai-Wei and Newchwang.

‡ Taking Cargo on Through Bills of Lading to Sandak, Labad Datu, Simpoena, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch 1.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 8th January, 1915. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD., AGENTS.

Telephone No. 215.

Hongkong, 16th April, 1914. 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMER	DATE OF DEPARTURE
LONDON	"RADNORSHIRE"	On 21st Jan.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"GLENGYLE"	On 16th Jan

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 24th December, 1914. 24

PACIFIC MAIL S.S. CO.

OPERATING MODERN, HIGH-POWERED, TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 6000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

CHINA (via Manila)	Sailing	TUESDAY,	12th Jan., at Noon.
MANCHURIA	"	TUESDAY,	19th Jan., at 1 P.M.
MONGOLIA	"	WED'DAY,	17th Feb., at 1 P.M.
PERSIA (via Manila)	"	TUESDAY,	2nd Mar., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morosi, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141. 18

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	Connecting with	FROM COLOMBO:
29th Jan.	"KATHIAWAR"	17th Feb.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS," End Feb.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

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VESSELS ON THE BERTH

P. & O. PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barcham, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 16th January, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KAISER-I-HIND," due in London on the 26th February, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to

E. A. HOWETT, Superintendent.

Hongkong, 4th January, 1915. [1

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship

"DUMBEA,"

Captain Dolise, will be despatched for MARSEILLES, without transhipment, on SATURDAY, 23rd January, at 1 P.M.

Ports of Call:—SAIGON, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

P. THOMAS, Agent.

Hongkong, 7th January, 1915. [2

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr L. A. Adams
Mr E. S. Abraham
Miss B. Anthony
Mr & Mrs Athel L. Anderson and maid
Mr J. H. Backhouse
Mr & Mrs S. W. Bacon
Mr J. D. Batchelder
Mr E. R. Bate
Mr G. A. Bena
Mrs E. R. Bellilios
Mr & Mrs Beswick
Mr & Mrs A. R. Bishop
Mr C. B. Brooke
Mr C. H. Brooke
Mr & Mrs C. E. Brown
Dr Carthew
Dr A. L. E. F. Coleman
Mr Arthur Course
Mrs T. D. Coobra e
Mr J. W. Cranston
Mr A. Derby
Mr E. H. Doubleday
Mr W. A. Dowley
Miss M. E. Duffy
Mr & Mrs H. C. Ehrenfels
Mr E. Evensen
Capt. & Mrs E. M. French and child
Mr Deman Fuller
Mr J. Gibb
Mr V. Goulbourn
Mr & Mrs J. Gould
Mr H. L. Griffiths
Capt. T. P. Hall
Mr. & Mrs. W. A. Hannibal
Mr G. Harper
Mr C. H. P. Hay
Capt & Mrs J. B. B. Hay, 36th Sikhs
Hon Mr E. A. Hewett C.M.G.
Mr & Mrs F. J. Higham
Capt & Mrs B. A. Hill, A.O.D.
Mr A. H. Hollingsworth
Mrs H. H. Hough
Mr & Mrs E. Howard
Mr R. Hunter
Mr D. L. Hutchison
Mr B. James
Mr M. T. Jones
Mr S. M. Joseph
Mr E. M. Joseph
Mr R. M. Joseph
Mr Edw. Larmone
Mr H. D. Law
Mr G. T. Lloyd
Mr & Mrs Luis
Mrs R. R. Mann and son
Dr O. Marriott
Mr J. Mercado
Mr G. S. Middleton
Mrs Miller
Mr P. L. Monkman
Capt G. A. G. Morse
Mrs W. R. Neighbour
Mr D. Newton
Mr J. Ormiston
Mr & Mrs A. D. Pardee
Mr & Mrs Pentreath
Mr H. M. Price
Mr A. B. Purves
Mrs J. A. Randall
Mr E. H. Ray
Lt.-Col. & Mrs Rayner R.A.M.C.
Miss F. Reay
Mr G. J. Robinson
Mr J. P. Rowell
Mr R. M. Rustan
Miss J. Schills
Mr C. Skott
Mrs A. G. Smith
Mr W. H. Smith
Mr R. Smyth
Mr A. S. Sorensen
Miss A. Square
Mr S. Stafford
Mr & Mrs F. Smyth
Mr S. Stockmest
Lt.-Col. & Mrs Sullivan
Mr R. E. Swaffield
Mrs H. Tabor
Mr & Mrs B. R. Taylor
Mr N. P. Thomson
Dr J. A. Thoms
Mr J. C. Uhrlaub
Mr E des Voeux
Mr & Mrs A. Weill and family
Mr F. W. White
Mr D. White
Mr F. W. Wood
Mr G. G. Wood
Mr & Mrs J. F. Wright

GRAND HOTEL.

Mr E. Allan
Mr W. Bennett
Mr J. Campbell
Mr & Mrs A. B. Crew
Mr A. Dunrich
Mr J. Ewing
Mr A. W. D. Gibbs
Mr J. Masson
Mr J. Moreno
Mr C. W. Reynolds
Mr R. Samuelson
Mr C. Wiesmann
Mr S. H. Wright

PEAK HOTEL.

Mr St. Amary
Mr & Mrs W. Armstrong
Surg. & Mrs Bernard
Major Bowen
Mrs Bowdler
Mr & Mrs Carmichael
Mr H. A. Cartwright
Mr M. Cary
Mr & Mrs Casulli
Mr Cousland
Mrs Ericksen
Major Faichine
Mrs Finge son
Mr F. W. Gibbons
Mr & Mrs A. Gibson
Mr & Mrs B. A. Hale
Lt.-Col. Gordon Hall, R.A.M.C.
Mr Grissell
Mr F. A. Haseland
Mrs Horbrender
Major Humphreys
Mr Lee Jones
Mrs Johns
Lt.-Col. H. W. Iles, R.G.A.
Mr A. R. Linton
Mr Lockyer
Mr & Mrs E. V. Mitchelmore and child
Mr & Mrs Pearse
Mr Penning
Mr & Mrs J. I. Plummer
Mr W. J. Pringle
Major Pyne
Mr & Mrs Ralphs
Eng.-Comdr. Rooms
Lieut. & Mrs Sharp
Mr A. Sinclair
Mrs Grant Smith
Miss Skinner
Mr C. Skott
Capt & Mrs Whitfield
Mr J. A. Young

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	*ARCADIA* ..... Capt. S. Barsham	Noon, 16th Jan.	*See Special Advertisement.*
SHANGHAI	NUBIA ..... Capt. A. B. Garwood, R.N.R.	About 17th Jan	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NANKIN ... . Capt. G Manley	10 A.M. 20th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR ..... Capt. A. Collyer	About 20th Feb	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th January, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	
HOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG" ...	On 9th Jan.,	Noon.
SHANGHAI	"LIANGCHOW" ...	On 10th Jan.,	D'light.
HAIPHONG	"SINGAN"	On 11th Jan,	10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 12th Jan.,	4 P.M.
SHANGHAI	"KANCHOW"	On 12th Jan.,	4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 19th Jan.,	4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 8th January, 1915 TELEPHONE 36. AGENTS. [4

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

S.S. "ORISSA" 5,435 tons, Capt. Refuen, R.N.R., will be despatched for SHANGHAI, VLADIVOSTOCK, KOBE and MOJI on 19th January.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 25th December, 1914. AGENTS [29

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
* "HAICHING" ...	Capt W. C. Passmore ...	SATURDAY, 9th Jan., at 3 P.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 11th Jan., at 1 P.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY, 15th Jan., at 1 P.M.

FOR SWATOW AND RETURN
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart ...	SUNDAY, 10th Jan., at 10 A.M.

* The s.s. "Haiching" Calling at Swatow for Passengers only.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 8th January, 1915. [3

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM		On 29th Jan, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots ...	TUES., 26th Jan.
*NIPPON MARU	11,000 — 18 knots ...	TUESDAY, 9th Feb.
SHINYO MARU	22,000—21 knots ...	TUES., 23rd Feb.
CHIYO MARU	22,000—21 knots ...	

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10.... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO,
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU ...	17,200—15 knots	Saturday, 9th Jan.

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.

TELEPHONE 291. [118

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU" ...	T. Hamada ...	THURSDAY, 28th Jan., at 3 P.M.
"PANAMA MARU" ...	J. Kanao ...	WED'DAY, 19th Feb., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Suiawa ...	THURSDAY, 21st Jan, A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	MONDAY, 11th Jan., at Noon.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 10th Jan., at 10 A.M.
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 17th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Hattori ...	WED'DAY, 20th Jan., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN	On or about 19th Jan.

HOMEWARD

MARSEILLES VIA PORTS	DUMBEA	On 23rd Jan., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

2]

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ HIRANO MARU Capt. Fraser,	16,000	WEDNESDAY, 13th Jan., at 10 A.M.
	§ KATORI MARU Capt. Kon,	19,000	THURSDAY, 28th Jan., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ TAMBA MARU Capt. Nagasago	12,500	TUESDAY, 12th Jan., at Noon.
	§ SHIDZUOKA MARU Capt. Deguchi,	12,500	TUESDAY, 26th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takeda,	9,500	FRIDAY, 15th Jan., at Noon.
	HITACHI MARU Capt. Soyeda,	13,500	WEDNESDAY, 10th Feb., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	SANUKI MARU Capt. Date,	12,500	FRIDAY, 15th Jan.,
BOMBAY via SINGAPORE, and COLOMBO	IYO MARU Capt. Okamoto,	12,500	SATURDAY, 16th Jan.
NAGASAKI and KOBE	TSUSHIMA MARU Capt. ———	12,000	TUESDAY, 12th Jan.
SHANGHAI and KOBE	CEYLON MARU Capt. Shinobe,	12,000	MONDAY, 11th Jan.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. Sato,	13,500	THURSDAY, 14th Jan., at 5 P.M.
KOBE and YOKOHAMA ...	KASHIMA MARU Capt. Yagi,	20,000	THURSDAY, 14th Jan., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

[Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons...	Thurs., 28th Jan.
KAMO	16,000 "	11th Feb.
KASHIMA "	20,000 "	25th Feb.
MISHIMA "	16,000 "	11th Mar.
SUWA "	25,000 "	25th Mar.
ATSUTA "	16,000 "	8th Apr.
YASAKA "	25,000 "	22nd Apr.
MIYASAKI	16,000 "	6th May.
KITANO "	16,000 "	20th May.
FUSHIMI "	25,000 "	3rd June.

FOR AMERICA.

SHIDZUOKA MARU	12,500 Tons...	Tues., 26th Jan.
SADO "	12,500 "	9th Feb.
YOKOHAMA "	12,500 "	23rd Feb.
AWA "	12,500 "	9th Mar.
SHIDZUOKA "	12,500 "	23rd Mar.
TAMBA "	12,500 "	6th Apr.
AKI "	12,500 "	20th Apr.
SADO "	12,500 "	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 15

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later
p.m. Thurs.			Noon.		Friday.	Thursday
Jan. 4	ARCADIA ...	Jan. 12	Jan. 16	MALOJA	Feb. 13	Feb. 19
Jan. 18	NUBIA	Jan. 25	Jan. 29	MOOLTAN	Feb 27	Mar. 5
———	ORIENTAL ...	Feb. 8	Feb. 12	MOLDAVIA ...	Mar. 13	Mar. 19
———	MALTA ...	Feb. 23	Feb. 27	EGYPT	Mar. 27	Apr. 2
Mar. 1	SARDINIA ...	Mar. 8	Mar. 12	MEDINA	Apr. 10	Apr. 16
———	NUBIA	Mar. 22	Mar. 26	MONGOLIA ...	Apr. 24	Apr. 30
Mar. 29	ORIENTAL ...	Apr. 5	Apr. 9	MALWA ...	May 8	May 14
Apr. 12	MALTA ...	Apr. 20	Apr. 24	MOOLTAN	May 22	May 28
———	SARDINIA ...	May 3	May 7	MALOJA	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return £97.
	"B"	"	"	£59	" £89
2nd Saloon	"A"	"	"	£44.	" £66.
	"B"	"	"	£40.	" £60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £83.
2nd Saloon	"A"	"	"	£42.	" £63.
	"B"	"	"	£38.	" £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NANKIN	Jan. 4	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3
NILE	Jan. 19	Jan. 29	Feb. 3	Feb. 9	Mar. 8	Mar. 17
NAMUR	Mar. 2	Mar. 12	Mar. 17	Mar. 23	Apr. 20	Apr. 29
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NEL ORE	Apr. 12	Apr. 23	Apr. 28	May 4	June 1	June 10
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:
1st Saloon £45 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

The *Cordillera* has been detained in Japan for repairs and no information regarding the Mails trans-hipped to her from the *Manchuria* has yet been received.

The *Luchow*, with the MAIL FROM LONDON (via Siberia) of 9th December, is due to arrive here on Sunday, the 10th inst.

FOR	PER	DATE
Japan via Moji	*Hokuto Maru* ...	Friday, 8th, 10.00 A M
Chinwangtao	*Albiana*	Friday, 8th, 11.00 A M
Sandakan	*Mausang*	Saturday, 9th, 11.00 A M
Hoihow, Pakhoi and Haiphong	*Sungktang* ...	Saturday, 9th, 11.00 A M
Japan via Moji, Honolulu, Hilo, Manzanillo, Salina Cruz, Callao, Arica and Iquique	*Kiyo Maru* ...	Saturday, 9th, 11.00 A M
Swatow, Amoy and Foochow	*Haiching*	Saturday, 9th, 2.00 P M
SHANGHAI AND NORTH CHINA ... (EUROPE via SIBERIA (Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, the 14th inst.)	*Liangchow*	Saturday, 9th, Registration ... 3.30 P M; Letters ... ... 4.00 P M
Swatow, Shanghai and North China	*Hangzang*	Saturday, 9th, 4.00 P M
Swatow	*Haimun*	Sunday, 10th, 9.00 A M
Swatow, Amoy, Formosa and Tamsui	*Daijin Maru* ...	Sunday, 10th, 9.00 A M
Haiphong	*Singan*	Monday, 11th, 9.00 A M
Swatow, Amoy and Foochow	*Kaijo Maru* ...	Monday, 11th, 11.00 A M
Takao	*Chosen Maru* ...	Monday, 11th, 11.00 A M
Swatow, Amoy and Foochow	*Haiyang*	Monday, 11th, 1.00 P M
Philippine Islands	*Yuensang*	Monday, 11th, 2.00 P M
Hoihow, Haiphong	*Loksang*	Monday, 11th, 4.00 P M
Straits, and India via Calcutta	*Kutsang*	Monday, 11th, 4.00 P M
Shanghai and North China	*Kwang*	Monday, 11th, 4.00 P M
Shanghai, North China and Japan via Moji, Victoria, B.C., Seattle and United Kingdom via Canada	*Tamba Maru*	Tuesday, 12th, Registration ... 9.30 A M; Letters ... 10.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, CANADA via SAN FRANCISCO	*China* ...	Tuesday, 12th, Registration ... 10.30 A M; Letters ... ... 11.00 A M
Shanghai and North China	*Kanchow*	Tuesday, 12th, 3.00 P M
Philippine Islands	*Chinhua* ...	Tuesday, 12th, 3.00 P M
Straits, Colombo, Suez Port Said, Marseilles and United Kingdom	*Hirano Maru* ...	Wednesday, 13th, 9.00 A M
Straits and Sourabaya	*Chunsang*	Thursday, 14th, 11.00 A M
Swatow, Amoy and Foochow	*Haitan*	Friday, 15th, 1.00 P M

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [118

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... ... ... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman
S. H. Dodwell, Esq. | P. H. Holyoak, Esq
G. T. M. Edkins, Esq. | J. A. Plummer, Esq
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager.

Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed ,, ...	1,125,000
Paid-up ,, ...	562,500
Reserve Fund	465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON,
Manager.

Hongkong, 10th July, 1913. [119

NEDERLANDSCH-INDISCH HANDELSBAN

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund ..... Fl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application

G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 17th November, 1914. [12

BANKS

THE BANK OF CHINA. GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital ..... $60,000,000.
Paid-up Capital ..... $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Taiyang, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsieu, Linchi, Lintsing, Tsinien, Yihtuh, Kuiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities; Special facilities for Home exchange.

Hongkong, 13th October, 1914. [117

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... ... Yen 10,000,000
Capital Paid-up ... ... ,, 8,750,000
Reserve Funds ... ... ,, 3,790,000

President: KAZUYOSHI YAGIU, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
IYETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE:
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kote	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

LONDON BANKERS:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.

Correspondents at Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
8, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.

K. TSUDZURABARA,
Manager.

Hongkong, 7th January, 1915. [116

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay.	London.
Calcutta.	Manila.
Canton.	Panama.
Cebu.	Peking.
Colon.	San Francisco.
Hankow.	Shanghai.
Hongkong	Singapore.
Kobe.	Yokohama.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,060,000
(Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager

8, Queen's Road,
Hongkong, 22nd October, 1914. [115

COMMERCIAL.

CLOSING QUOTATIONS.

January 7th.

ON LONDON:—
Telegraphic Transfer 1/-
Bank Bills, on demand 1/-
Bank Bills, at 30 days' sight 1/9⅛
Bank Bills, at 4 months' sight ... 1/9⅛
Credits, at 4 months' sight 1/9⅛
Documentary Bills 4 months' sight 1/9⅜
ON PARIS:—
Bank Bills, on demand 220
Credits, at 4 months' sight 230½
ON GERMANY:—
On demand ..... nom.
ON NEW YORK:—
Bank Bills, on demand 42⅜
Credits, at 60 days' sight ..... nom.
ON BOMBAY:—
Telegraphic Transfer ..... nom.
Bank, on demands 132½
ON CALCUTTA:—
Telegraphic Transfer ..... nom.
Bank, on demand 132¾
ON SHANGHAI—
Bank, at sight 78
Private, 30 days' sight ..... nom
ON YOKOHAMA:—On demand 86⅜
ON MANILA:—On demand—Pesos—86⅜
ON SINGAPORE:—On demand 75⅞
ON BATAVIA:—On demand 106⅜
ON HAIPHONG:—On demand ..... 5¼% p.m.
ON SAIGON:—On demand ..... 5 % p.m.
ON BANGKOK:—On demand 87½
SOVEREIGNS, Bank's Buying Rate... $11.15
GOLD LEAF, 100 fine, per tael 856 90
BAR SILVER, per oz. 22 1/16

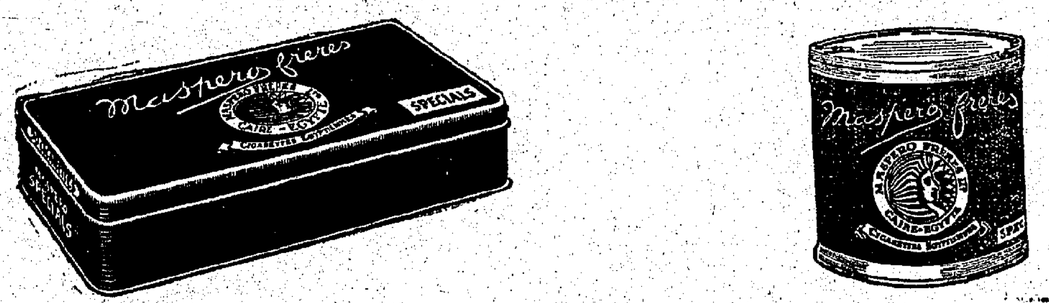
SUBSIDIARY COINS.

	per cent.
Hongkong...20 cents pieces...	$18.50 discount.
Hongkong.. 10 ,, ...	$18 80 ,,

THE EGYPTIAN CIGARETTE DE LUXE.

Mastero frères

"SPECIALS"



$1.50 for a tin of 50 Cigarettes. [17

SHARE LIST.—QUOTATIONS.

HONGKONG, 7TH JANUARY, 1915.

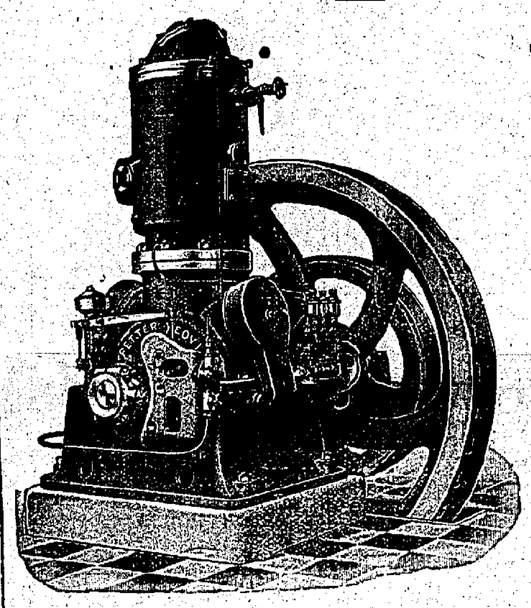
STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$775 / L'don £71.	
China Borneo Company, Limited ...	60,000	$12	all	$11, buyers	
China Light and Power Company, Ld. ...	50,000 / 50,000	$5 / $1	all / all	$4, sellers	
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$8, sellers	
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 117	
Hongkong Cotton Spinning Co., Ld. (in Liquidation)	125,000	$10	all	$7, sellers	
Dairy Farm Company, Limited	40,000	$7½	all	$35, sellers	
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$74, sellers	
H'kong. and Whampoa Dock Co., Ld...	50,000	$50	all	$59	
New Amoy Dock Co., Limited... ...	10,000	$63	all		
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 50	
S'hai. and Hongkew Wharf Co. Ld...	36,000	Tls. 100	all	Tls. 80, buyers	
Green Island Cement Co., Limited... ..	400,000	$10	all	$5.35, sales	
Hongkong Electric Co., Limited	60,000	$10	all	$37	
Hongkong Hotel Company Limited ...	20,000	$50	all	$122, buyers	
Hongkong Ice Company, Limited ...	5,000	$25	all	$195	
Hongkong Rope Manufacturing Co., Ld.	50,000	$10	all	$25	
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$6	all	$2	
Hongkong Steel Foundry Co., Ld. ..	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5.20, sales	
INSURANCES —					
Canton Insurance Office Co., Limited	10,000	$250	$50	$345, sellers	
China Fire Insurance Co., Limited ...	20,000	$100	$20	$148½, buyers	
Hongkong Fire Insurance Co., Ld. ..	8,000	$250	$50	$385, sales	
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 145	
Union Insurance Society, Limited	12,400	$250	$100	$760, buyers	
Yangtsze Insurance Association, Ld ..	12,000	$100	$60	$205	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$114, sellers	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$7½	
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$44	
Shanghai Land Investment Co., Ld. .	78,000	Tls. 50	all	Tls.	
West Point Building Co., Limited	12,500	$50	all	$71	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat...	250,000	Gds., 10	all	Tls. 35, buyers	
MINING.—					
Chinese Engineering and M. Co., Ld	1,000,000	£1	all	36/, sellers	
Heawood Tin and Rubber Estate, Ld	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$2.40, buyers	
Tronoh Mines, Limited ...	160,000	£1	all	25/6, buyers	
Peak Tramways Co., Limited ...	25,000 / 50,000	$10 / $1	all / all	$10 / $0.75, buyers	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe de	13,200	$50	all	$20	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$80	
Luson Sugar Refining Co., Limited	7,000	$100	all	$16, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld..	30,000	$25	all	$5¾, sales	
Douglas Steamship Co., Limited.	20,000	$50	all	$30	
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$23, sellers	
Indo-China Steam Navigation Co., Ld.	60,000 pref. / 60,000 def.	£5	all	$64, buyers	
Shell Transport & Trading Co., Ld.	2,500,000	£1	all	75/-, buyers	
Star Ferry Company, Limited ..	40,000	$10	all	$39	
South China Morning Post, Limited ..	6,000	$25	all	$23	
Steam Laundry Company, Limited ..	20,000	$5	all	$4¾, sellers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$6½, sellers	
Watson & Co., A. S., Limited ..	90,000	$10	all	$7, sellers	
Union Waterboat Co., Limited	50,000	$10	all	$18	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.



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